

THE BEST SELLING AIRCRAFT MODELLING MAGAZINE!

Volume 4 Issue 4 April 1998 £2.25

Scale AVIATION Modeller International

Lockheed PV-1

by David Batt

80 Page
Edition

Hunter Made for Two

by Bill Clark

Plus
Aeroplanotomy
Sketchpad
Quick Build
Colour & Marking
'98 Kit Listing

'Kit of the
Year' - Votes
NOW in!

Not Quite Right!

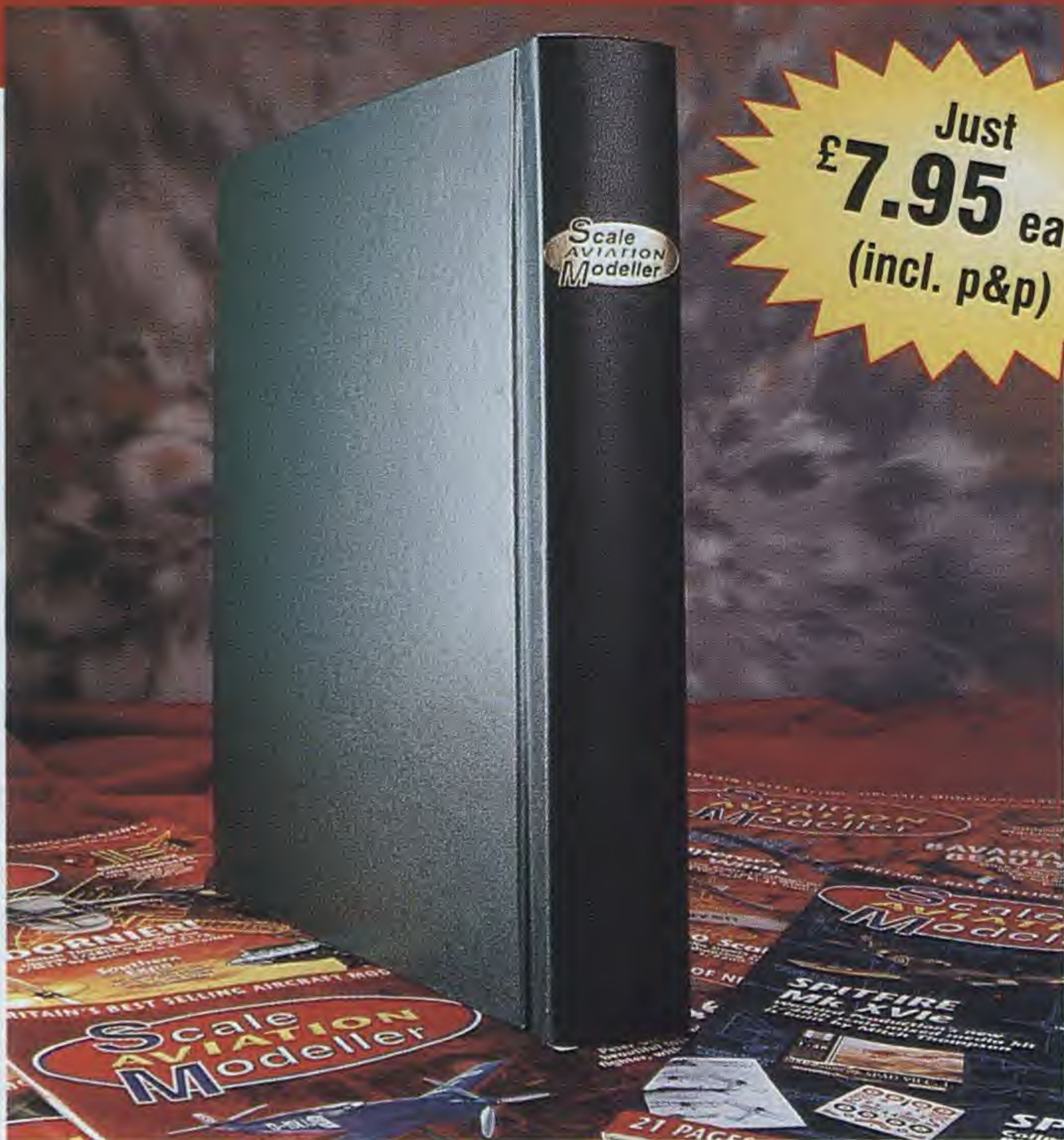
Supermarine Swift by Richard Caruana

Photo Album Supermarine Swift • Hawker Harrier



25 PAGES OF NEWS & REVIEWS • MODELS • ACCESSORIES • DECALS

BINDERS & SUBSCRIPTIONS



Available to all readers, strong, robust 'Cordex' binders to hold 12 issues of Scale Aviation Modeller International. The binders use a bonded nylon cord, allowing easy insertion and removal of your magazines, holding them firmly in place, without damaging them. The binder is green, and carries the SAM logo embossed in gold leaf.



**If you are interested in distributing
Scale Aviation Modeller International,
Telephone: (44) 0 1234 216016**

BINDER & SUBSCRIPTION HOTLINES

Telephone: (44) 0 1234 216016

e.mail: dmzee@kbnet.co.uk

When using e.mail, please leave your name and address and your credit card details along with your order.



SAM Publications
24 Grove Place, Bedford
United Kingdom MK40 3JJ

BACK ISSUES

**We have
stocks of issues:**

**Vol 2: 8, 9, 10,
11, 12; Vol 3: 2,
6, 8, 9, 10, 11, 12;
Vol 4: 1, 2, 3.**

**Available at £2.60
inc p&p (UK),
£4.00 Overseas.**



Mr/Mrs/Ms Initial_____ Surname_____

Address _____

Postcode _____

Daytime tel. no. _____

BINDERS (Cheque, Credit/Debit Card)

- ☐ Please send me _____ binder(s) at £7.95 each (incl. p&p)
Please allow 28 days for delivery.

BACK ISSUES (Cheque, Credit/Debit Card)

- ☐ Please send me back issue no(s) _____
Available at £2.60 inc p&p (UK), £4.00 Overseas

SUBSCRIPTIONS (Cheque, Credit/Debit Card for 12 Issues)

- ☐ Please start my subscription from the next available issue.
- ☐ I am an existing subscriber so please extend my current subscription.
- ☐ UK **£27** ☐ European Air **£45** ☐ European Surface **£35**
- ☐ World Air **£50** ☐ World Surface **£40**

- ☐ I enclose a Sterling cheque made payable to SAM Publications

Please charge my ☐ Visa ☐ Access/Mastercard

Card no.

 Expiry date

Signed. _____ Today's date _____

Published by

SAM PUBLICATIONS

24 Grove Place

Bedford MK40 3JJ

Telephone: (44) 0 1234 216016

Fax: (44) 0 1234 261251

Email: dmzee@kbnnet.co.uk

PUBLISHER

Steve Elliott

EDITOR

Richard A. Franks

ASSISTANT EDITOR

Steve Benstead

PRODUCTION & ART DIRECTION

Simon Sugarhood

AVIATION ILLUSTRATIONS

Steve Benstead; Michele Marsan

TECHNICAL ILLUSTRATIONS

Richard J. Caruana

EDITORIAL ASSISTANT

L. S. Lever

CONTRIBUTORS

Mark Attrill; David Batt;
Richard J. Caruana; David Beardmore;
Bill Clark; Jacque Niot;
Michael Payne; Harry Woodman

REVIEW TEAM

Phil Carter; Ian Claxton;
Paul G. Gilson; Stefan Good;
Michael Jerram; Paul Lawson;
Sydney Parker; Fred Tooke;
Mark Turner

ADVERTISING SALES

Boland Advertising, Tel: 01234 210539

PRE PRESS PRODUCTION

DMZee Marketing

PRINT PRODUCTION

Visa Press (UK)

DISTRIBUTION

USM (UK)

NORTH AMERICAN DISTRIBUTION

ADS Chicago (USA)

Contributions and photographic material are welcome, but must be accompanied by adequate postage to cover return. SAM Publications accept no responsibility for loss or damage to materials supplied.

© SAM PUBLICATIONS 1998

Articles, photographs and drawings published in Scale Aviation Modeller International are protected by copyright. Reproduction in whole or in part is forbidden without prior authority of the publishers. Opinions expressed by contributors and advertisers are not necessarily those of the editor or publisher. SAM Publications reserves the right to suspend or refuse any advertisement without giving reasons. Whilst every care is taken to avoid mistakes SAM Publications cannot be liable in any way for any errors or omissions. Nor can the publisher accept responsibility for the bona fides of advertisers.

SUBSCRIPTIONS

Cheques/Money Orders in Sterling
only made payable to
SAM PUBLICATIONS

and sent to the address above.

Major credit card payment

accepted by telephone.

Subscription Hotline (44) 0 1234 216016

American Subscriptions from:
WISE OWL WORLDWIDE PUBLICATIONS

4314 W. 238th St, Torrance,
CA 90505, USA.

Telephone: 310-375-6258

Fax: 310-375-0548

9am-9pm Pacific time,

seven days a week

- VISA/Mastercard accepted.

Air \$72.00 Surface \$56.00

American shops and trade may obtain copies
from Kalmbach Publications

● **Questions to the Editor or Contributors**

If you have a question or query you wish to raise with the Editor or any of the contributors to this magazine, they should be made **IN WRITING** to the SAM Publications address. Neither the Editor, nor any of the contributors, are at SAM Publications on a daily basis. The Editor regrets that he cannot be contacted during working hours at home, or at work and asks all enquirers to appreciate this fact and be patient. Please understand that the staff at DMZee Marketing/SAM Publications do not have access to the information you require and therefore cannot answer your questions on the phone. Please enclose a stamped SAE with all enquiries, if you anticipate a reply. Thank you.

● **Samples for Review**

Scale Aviation Modeller is always happy to review new products within its pages. Any item which you feel is appropriate will be given due consideration for inclusion in the title. Any company, trade representative, importer, distributor or shop which wishes to have products reviewed within Scale Aviation Modeller should send them directly to the editorial address and clearly mark them for the attention of the Editor. Confirmation of receipt of the samples will be supplied if requested. For all international companies etc the above applies, but please ensure that the package is clearly marked for customs as a 'sample, free of charge' to reduce the risk of unnecessary delays. Thank you.

● **Company/Suppliers Address Details etc.**

Please note that the staff at DMZee/SAM Publications cannot help with general enquiries about contact details for companies, importers or model shops whose products may be mentioned in Scale Aviation Modeller International if the address information is not included with the review etc. Please check the advertisements in this journal for all suitable UK sources and only contact the firm directly if it is noted that there is 'no UK source'. We are sorry, but we cannot help with the details of companies which do not advertise in this magazine. Thank you.

Contents

Volume 4 Issue 4

Scale
AVIATION
Modeller
International

Editorial

This month I can start off with a warm welcome to the new members of our Review Team who have joined us since I asked for your help a few months back. The response to my request was very heartening and I am glad to say that we now have about another 15 members on the team.

Now a request, we still need people to review who are interested in the more obscure subjects, and who can work in 1/72nd and 1/48th scale with resin, injected and vac-formed products. On top of that, we would still like a few more people to do 1/48th scale WWI aircraft, once again in all mediums. Therefore if anyone out there is interested in giving a helping hand, please contact me in writing at the editorial address.

Now a plea! Many of you persist in calling the office and asking (sometimes demanding) to speak to the Editor. As is noted elsewhere on this page, this is quite impossible as I am not there on

a daily basis. This is no ploy, I know you may have heard this from other sources and found it to be untrue, but I assure you I am based at home and cannot, therefore, be contacted by phone. Please understand that the staff of DMZee/SAM Publications cannot help you with enquiries, and that they will not pass out my, or any other contributor to SAMI's personal details, and I would therefore once again ask all of you to be patient and send your questions etc. in by letter.

As that is all I have to raise this month and as I do not intend to 'ramble', I will leave it at that. I hope that you enjoy this edition and I look forward to seeing many of you at the Southern Expo.

Richard A. Franks
Editor

196... News Update

A small selection of news on items that will be available shortly

199... Previews

An initial look at the kits we have received for review

200... Reviews

A selection of the latest kits, built by the Review Team

209... Accessories

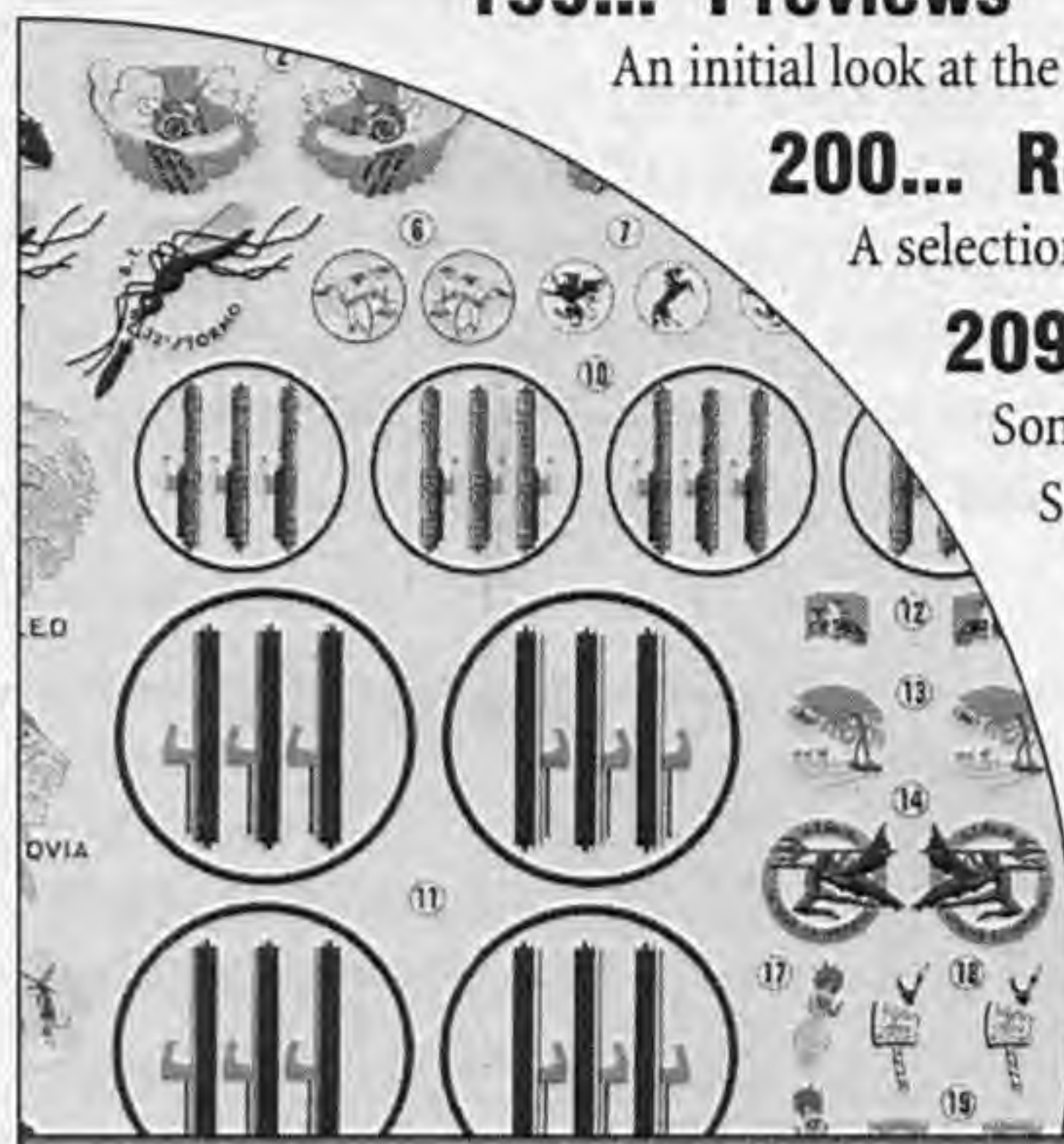
Some of the most recent products from Eduard, Aires, Squadron, Neomega, Belcher Bits and Marine Air Products

216... Decals

The latest sheets from ADS, EagleCals, SkyModel, Mister Kit AeroMaster & Belcher Bits

220... News Special

A concise listing of all the new kits due in 1998



News & Reviews



223... Hunter Made for Two

Bill Clarke converts the Academy 1/48th scale Hawker Hunter into the two-seat T.7 version with the help of the Invicta conversion

228... Quick Build

Jacque Niot builds the 1/48th scale Messerschmitt Bf 108 from WSW

234... Photo Album 1

Mark Attrill and David Beardmore take a detailed look in and around the Hawker Hunter F.6 and T.8C

239... Kit of the Year

The votes are all in and here are the winners of our 1998 readership pole

240... Sketchpad

Once again this month, to tie in with Richard Caruana's feature, Steve Benstead takes a look at the Supermarine Swift.

242... Not Quite Right!

This month Richard J. Caruana tackles the a real 'classic' jet in the form of the Supermarine Swift, and includes his superb colour artwork and scale plans

248... PV-1

David Batt tackles a very special vac-form, in the shape of the 1/48th scale Lockheed PV-1 from Koster Aero Enterprises

255... Colour & Marking Notepad

Michael Payne brings you a selection of colour photos from his archive

256... Photo Album 2

A selection of photographs in and around the Supermarine Swift to assist all modellers of the elegant 50's fighter

258... Aeroplanatomy

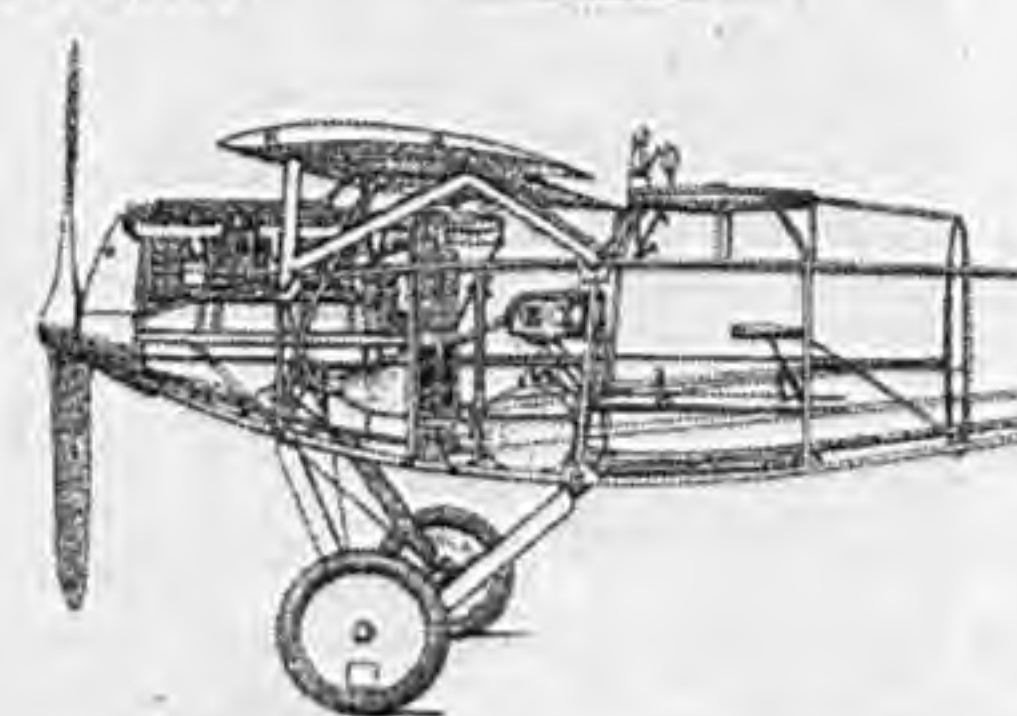
Harry Woodman takes an in-depth look at the Hannover designs of WWI

264... The Bookshelf - including News Update

268... Clubs & Societies

269... Forthcoming Events & Events Diary

269... Readers' Classified Advertisements



Cover: Hawker Hunter T.7.
Built by Bill Clarke. See page 223.

Hasegawa

1/72nd

The next batch of kits in the UK from this source will include the G3M2 Nell with torpedo (£20.00), the Ki-45 Toryu (£20.00), Hurricane Mk I nightfighter (£8.99), Nakajima A6M2 Type 2 seaplane (£8.50), P-51B Mustang 'Checkertail Clan' (£7.00) and the reissue of the Curtiss P-40N (£7.00).



1/48th

In this scale the Aichi Grace will be released with the 250kg bomb (£19.75) along with an A6M2b Type 21 Zero (£15.00), Hurricane in SEAC markings (£16.00), the reissue of the Ju 87B/R-2 (£17.50) and the Nakajima George (£12.50). The P-51D will be offered with 'Checkertail Clan' markings (£16.00) and the entire Phantom series (F-4G, F-4B/N and F-4C/D) will also be reissued (£21.99 each).

A real oddity for this source is the F-14A which will be issued with 'rub-down transfers' and will retail for just £15.00.

Toko



1/72nd

Due very soon from this source will be the Il-2 and Il-2M, each at £5.95, the previously unannounced LaGG-3, also at £5.95 and the old Frog Sea Venom with new decals and box for £4.95.



This month's News Update should be read in conjunction with the 'Special' update elsewhere (See page 220) in this edition, which offers a comprehensive listing of all the new kits due in 1998.

Maintrack

1/72nd

A new kit of the Miles Student is due from this source, although we have no confirmed price as yet.

Project X

1/72nd

A new vac-formed kit of the North American YF-93A is due from this source and it will retail for £11.95.

Daedalus Models

1/72nd

This firm has got hold of the Hobbycraft Vertol 44 kit and added new resin floats and Swedish decals to produce the 'HKpl The Banana'. Stocks will be limited on this kit and it retails for £17.50.

Hi-Tech

1/48th

A new resin detail set for the new Occidental Replica's North American T-6G is due from this source very soon. The set will retail for £10.00.

One-O-Nine

1/48th

This is another side of Hi-Tech's production and the most recent products are a set of conversions for the Fw 190. The first offers the A-1 to A-4 (£10.00), then the A-5 to A-8 (£10.00) and finally the F-8 to G-8 (£10.00).

The final item in this range will be a detail set for the Tamiya Fw 190D-9 and this will retail for £10.00.

Flashback

1/48th

This firm are producing a number of ex-Eduard and Classic Airframe kits with new decals and resin parts and the items so far include the Morane Saulnier Type 1 (Eduard), the Boulton Paul Defiant Mk II nightfighter (Ex Classic Airframes) and the Polikarpov I-153 'Chaika' with skis (ex Classic Airframes).

No UK prices or release dates are so far available.

Monogram

1/48th

Examples of the new 1/48th scale Me 410 from this source were reaching the UK by late February and early indications are that the kit is well worth the wait. A UK price of around £23.95 seems to be the norm, but the kit will soon be released under the Revell® label for £22.95, as the Monogram version will not be imported into the UK or Europe.

RCR Models

1/72nd

The latest etched detail set from this source is for the Supermodel Savoia Marchetti S-55X kit.

AMT



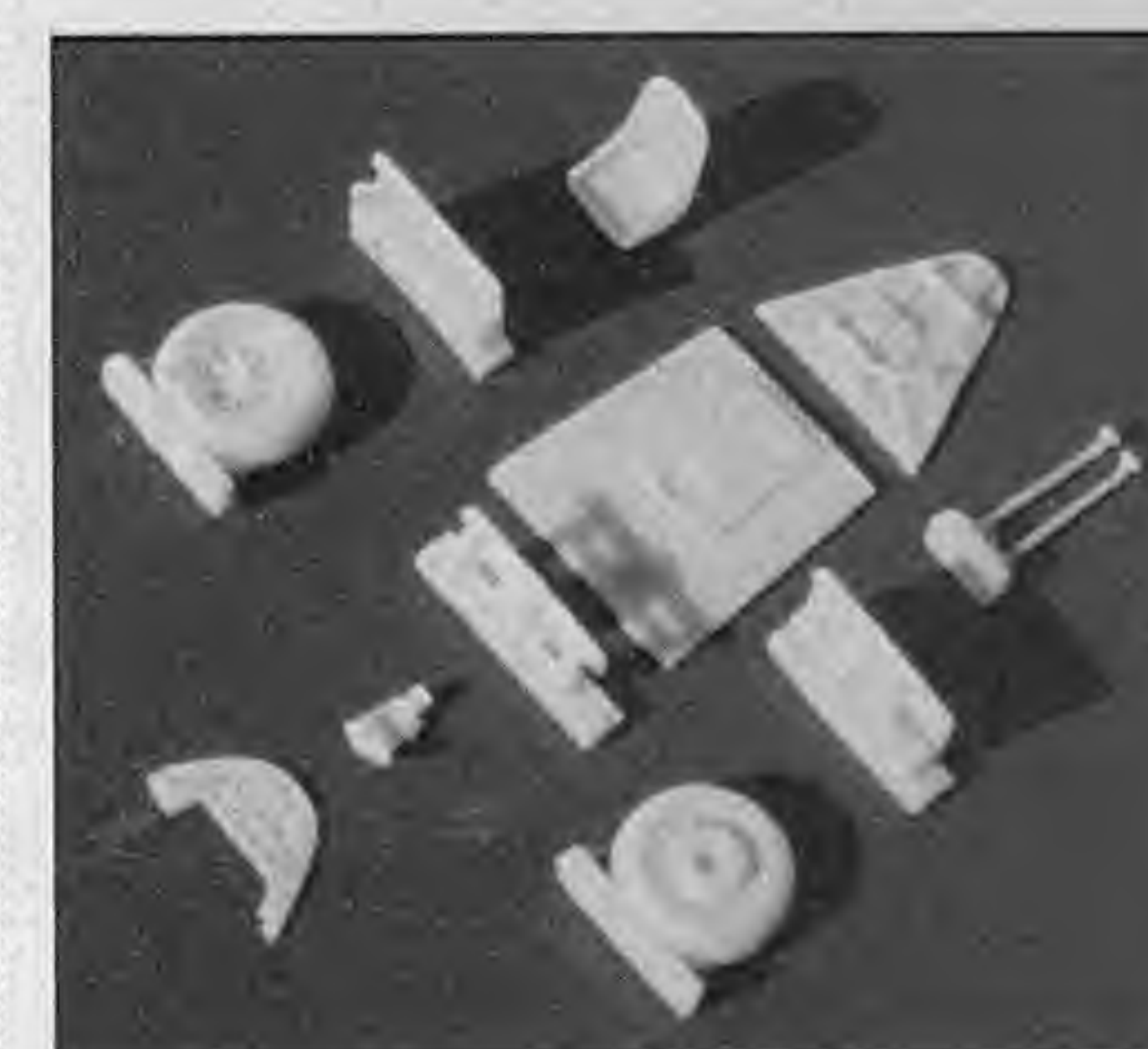
1/48th

Available in the UK towards the end of February was the new Curtiss P-40F Warhawk kit and it retails for £15.50. Also released was the P-70 nightfighter kit and this also retails for £15.50.

Czech Master Kits

1/48th

Great news has reached from this Czech firm that they are about to release three detail sets for the excellent Tamiya He 219 'Uhu'.



The first set is for the interior and will include the cockpit, seats, instrument panel, wheel well inserts and open upper wing gun bays. This set will be product 4001 and will comprise resin and etched brass components. The second set, 4002, will be an engine set and this will comprise two complete engines, separate cowlings and all the ancillary equipment and engine bearers. Once again both resin and etched parts will be included. The final set, 4003, is an 'exterior set' and this will include a full set of separate flaps, an open dinghy pack in the upper, aft fuselage and four weighted main wheels.

As to yet we have no confirmed UK price or release date, but we will keep you posted.

Heller

1/72nd

A new boxing of the Italeri C-130 by this firm has just been released. The kit features superb decals for a U.S. Coast Guard machine and it retails for £24.99.

1/48th

The Eurocopter 'Tigre' has just been released by this source and it retails for £12.99. Although initially it may have been thought that this kit is 'new', it is in fact the Italeri kit.

1/50th

Listed as a '1/48th scale' kit, the old Stampe biplane which is now being reissued by this source, is in fact nearer 1/50th.

Bilek

1/72nd

The Messerschmitt Me 210B-0 is due soon from this source and will retail for £6.99. Also due is the Il-28U two-seater and this should be £9.99. Readers should note that the most recent Italeri listing, which used to include the Il-28U, no longer does, so this may be the only chance you get to own one?

Aircraft in Miniature

1/72nd

A kit of the Handley Page Hastings has just been produced by this firm. The kit features the main parts as vac-form, with resin engines and wheels and even an etched brass detail fret. RAF decals are also included and the kit retails for £26.75.

MTS Models

1/48th

A new resin manufacturer, this source has just produced a kit of the Skoda-Kauba Sk257. The kit is resin with an etched instrument panel and vac-formed canopy and it retails for £16.50.

Fujimi

1/72nd

The Supermarine Spitfire Mk XIVc from this source has just been released with the inclusion of a V-1 (Fi 103). The kit retails for £17.99, although we have no idea if the V-1 is new or if it is from another manufacturer's toolings.

Passchendale

1/48th

This is a new name from the USA and they have just produced a resin conversion for either the Glencoe or Eduard Albatros D.III to convert it into a D.IV. The set contains new upper and lower wings, the Windhoff fuselage mounted radiators and wheel hubs, plus rubber tyres and decals.

There is no UK source for this series as yet, and the US price for this product is \$12.95 plus shipping.

**Scale
AVIATION
Modeller
International**

**Copy Deadline
7th April
for Volume 4 Issue 5**

Marine Air Products

1/32nd

Apart from the new He 177 update from this source in 1/48th scale, two new resin cockpit update sets have been released in this larger scale. The first is for the Revell Grumman F4F-4 Wildcat and this set comprises ten resin components and retails for \$32.00. The other set is also for a Grumman type, namely the F6F-5 Hellcat, and this set is designed for the Hasegawa kit. The set contains 12 resin parts and this includes a new set of main wheels and it retails for \$32.00 once again.

No UK source has been set up for MAP, so contact them at:

7111 West Indian School Road #126,
Phoenix, Arizona 85033, USA
Tel/Fax (602) 415 1171

Engines & Things

1/48th

This Canadian firm produce a large number of resin engines and their most recent are the Allison V-1710-93 for MPM's P-63A/C kits and the AM-38A/B engine for Accurate Miniature's Il-2 kits.

Each unit retails for \$6.65 plus shipping. There is no UK source for this firm as yet, so you may contact them directly at:

PO Box 48013, St. Albert, AB,
T8N 5V9, Canada.

Aires

1/48th

As well as the pure cockpit update set featured elsewhere in this edition, this firm has also produced a boxed complete update for the Hobbycraft Avia S-199. The set includes a new cockpit, engine, engine cowl, engine bearers, bulkheads, machine guns and exhaust pipes; the majority of these parts being supplied as resin, but etched brass is also utilised.

UK sources for the Aires range include Four Plus UK.

Merlin Models

1/72nd

The most recent products from this source are the FE8 (£7.95) and the Roland D.XVII (£10.95). Each kit is limited run injection moulded plastic with metal detail parts.

Extratech

1/72nd

The most recent etched detail sets from this source are for the Hasegawa Hawker Hurricane and the Bilek/Italeri Antonov An-2. Each set comes complete with acetate film backing for the new instrument panel and UK sources include Aeroclub.

Collect-Aire Models

1/48th

The latest release from this source is the North American F-86D/K/L Sabre Dog. The kit is resin with metal detail parts and a vac-formed canopy. The resin parts have fine recessed panel lines and the kit come with the option of two separate fuselage halves (D/L or K), open airbrakes, drop tanks, sidewinders and even an open radar nose. The kit features markings for two ANG machines plus a K of either the Italian or Germany Air Force.

No UK source is available for this series and the US price is \$119.95 with \$15.00 shipping. Contact Collect-Aire on (978) 688 7283 for details.

Verlinden

1/48th

A new resin and etched brass detail set from this source entitled 'Me-109 Underwing Stores' has just been released. The set basically consists of four drop tanks, two ETC carriers, 250kg bomb and AB250kg bomblet dispenser, four underwing gondolas (two with the access panels open), WGr 21 rockets and launch tubes and the special carrier for four 50kg bombs on the Bf 109s centreline.

The Verlinden range is imported into the UK by Historex.

Czech Master Kits

1/48th

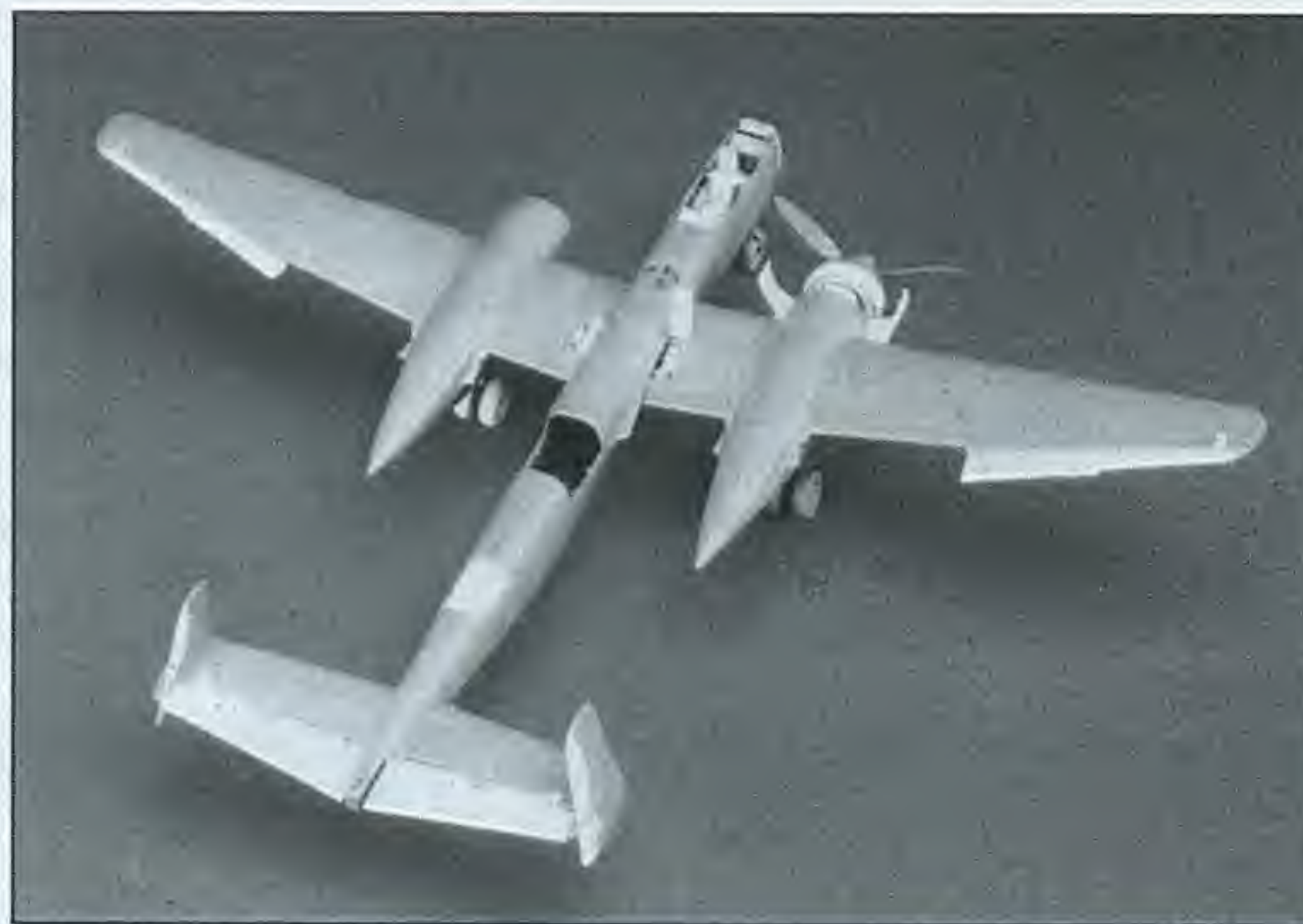
Great news has reached from this Czech firm that they are about to release three detail sets for the excellent Tamiya He 219 'Uhu'.

The first set is for the interior and will include the cockpit, seats,

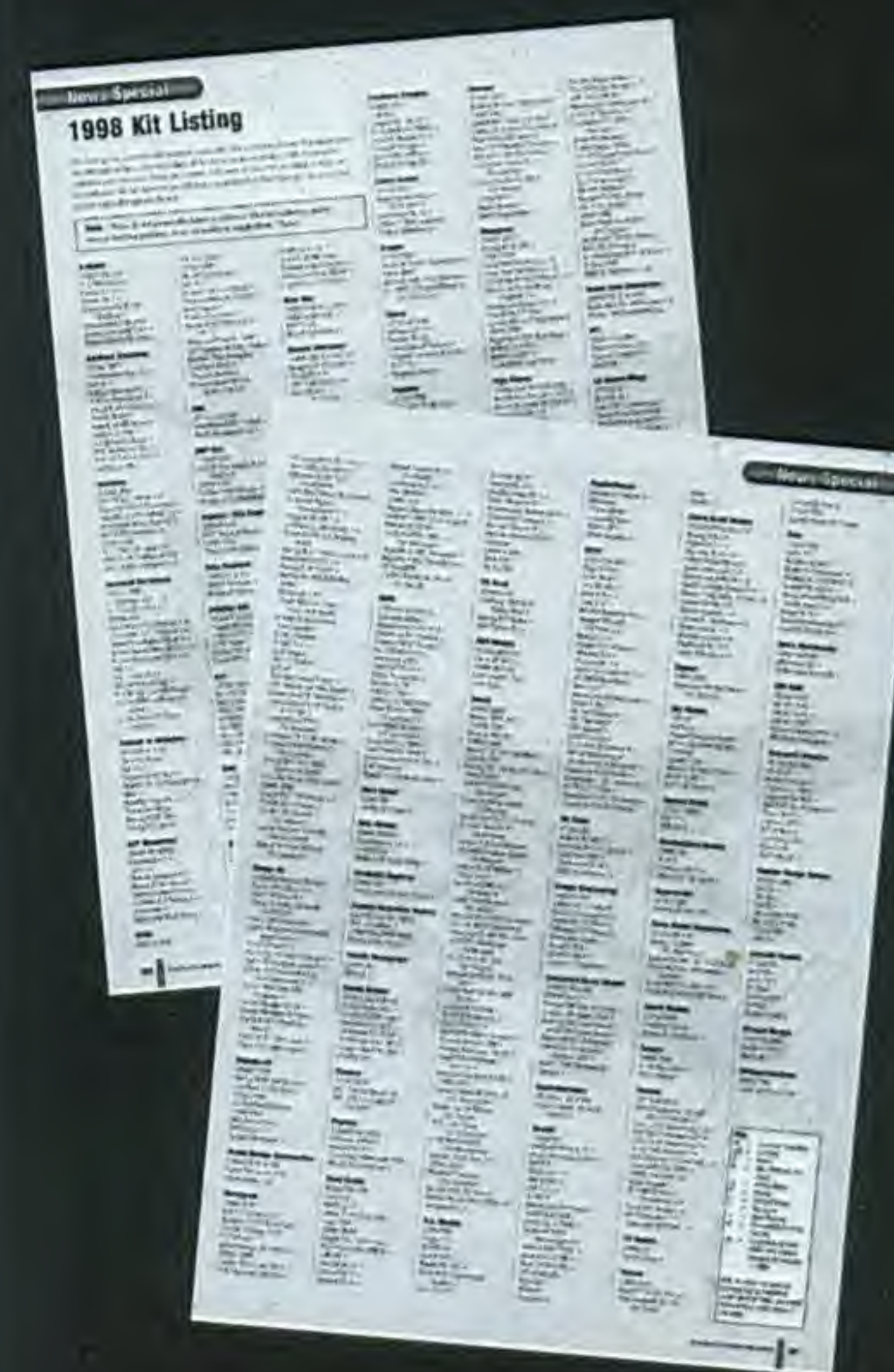
instrument panel, wheel well inserts and open upper wing gun bays. This set will be product 4001 and will

comprise resin and etched brass components. The second set, 4002, will be an engine set and this will comprise two complete engines, separate cowlings and all the ancillary equipment and engine bearers. Once again both resin and etched parts will be included. The final set, 4003, is an 'exterior set' and this will include a full set of separate flaps, an open dinghy pack in the upper, aft fuselage and four weighted main wheels.

As to yet we have no confirmed UK price or release date, but we will keep you posted.



News Special 1998 Kit Listing See pages 220-221



CORRECTION

Please note that the address given for PART accessories in last month's edition (see page 148) was incorrect. All enquiries should be addressed to: "Jadar Model" s.c. 00-108 Warszawa, ul. Zielna 8, Pawlion 103, Poland Tel: (0-22) 620 25 80 Model Art Decal Systems does not import the PART range. Apologies for any inconvenience this may have caused.

Richard A. Franks, Editor

CORRECTION

Please note that although last month we listed the Revell® Helldiver feature as due this month, this is not the case. The feature will be included in a future edition and I am sorry for any inconvenience this may have caused.

Richard A. Franks, Editor

CORRECTION

Please note that the review of the Marivox Saab B.17 in last month's edition (See Vol 4 Iss 3 Page 140), was incorrectly credited to Paul Gilson. This review was in fact the work of Mark Turner. Our apologies to Paul and Mark for the mix-up.

Richard A. Franks, Editor

FINAL TOUCH PRODUCTS

PO BOX 2007, RAYLEIGH, ESSEX, SS6 8EL
OFFICE TEL/ FAX 01268 743400
WORKSHOP TEL 01708 736004
FAX 01708 721618



POSTAGE

Up to £5.00 add £1.00. Up to £15.00 add £2.00. Up to £30.00 add £3.00. Over £30.00 POST FREE UK ONLY. Overseas clients paying by credit card will have postage and packing added at actual cost. Add 15% if paying by other method.

NEW ITEMS

All 1/72 unless noted.
Resin Conversions and Accessories.

FTA192 Under fuselage radome for Shackleton AEW2	£3.50
FTA193 A26K Invader eight gun solid nose in 1/48 to fit the Monogram kit	£3.70
FTA194 A26K Invader wing tip tanks in 1/48 to fit the Monogram kit	£3.50
FTA195 Correct tail fins/rudders to fit the Italeri ME Bf110G, both narrow and broad chord versions.	£2.50
FTA196 ME Bf110G ETC250 under fuselage bomb rack.	£1.95
FTA197 ME Bf110G under fuselage cartridge ejector bulge.	£1.00
FTA198 Waffenanne 151Z ME Bf110G belly pack for the housing of two MG151 cannons (barrels are not supplied).	£2.00
FTA199 Correctly shaped exhaust pipes for ME Bf110G.	£2.00
FTA200 Dornier DO217K BMW801 engine cowl, spinners and fans to correct the wrongly shaped Italeri kit items	£3.95
FTA201 BMW801 extended ring engine cowl, spinners and fans for JU88G-1/6b late series night fighters, to fit the AMT/ERTL kit.	£3.95
FTA202 BMW801 engine cowl, spinners and fans to convert the Italeri DO217N into the DO217J-1/2.	£3.95
FTA203 C130A Hercules underwing fuel tanks.	£3.95
FTA204 Argentine A4-P?Q additions to convert the Fujimi A4-B. Comprises avionics hump and lower fuselage housing.	£1.95
FTA205 Hurricane Mk.X11 propeller, without spinner.	£1.50
FTA206 ME Bf109G-14 tall tail/rudder to fit Hasegawa 109G-6.	£1.95
FTA207 ME Bf109B/C/E seat.	£0.60p
FTA208 ME Bf109F/G/K seat.	£0.60p
FTA209 Spitfire Mk.1-X1X seat and control column.	£0.60p
FTA210 Tempest seat and control column.	£0.60p
FTA211 Typhoon seat and control column.	£0.60p
FTA212 Curtis P40B/N seat.	£0.60p
FTA213 ME262A seat.	£0.60p
FTA214 ME 262B seats.	£0.90p
FTA215 Set of tailplanes to correct the wrongly shaped versions in the Academy Hurricane 11C kit.	£1.25
FTC043 ME Bf109T conversion to fit the Airfix 109E, giving new wings, u/c legs, arrestor hook and fittings and new long tail wheel.	£4.95
RC102 Replacement, correct shape vacform canopy for the Italeri ME Bf110G.	£0.80p
FTC044 A7 two seat Corsair conversion, comprising complete new fuselage and canopy. Will fit any 1/72 A7 kit, with alterations to wing root attachment.	£5.95
FTB005 RAF standard three-bay crash tender vehicle building. Supplied complete in kit form, complete with side mounted water tank.	£14.95

EXTRATECH

We now stock the full range of etched detail sets and kits as follows:

ETCHED DETAIL SETS

1/72 scale	
EX001A WW2 sunights.	£1.35
EX002A WW2 rudder pedals.	£1.35
EX003A WW2 Luftwaffe belt buckles.	£1.35
EX005A F4 Phantom belt buckles.	£1.55
EX006A P51 Mustang belt buckles.	£1.35
EX007 Mikoyan MIG29.	£1.95
EX008 MIL Mi8/17.	£1.95
EX009 ESAC 250 bomb cells (two).	£1.95
EX010 BAC Canberra flaps.	£2.35
EX011 Dornier DO-217 flaps.	£2.35
EX012A Perforated foil (ogival holes).	£1.35
EX013A Perforated foil (circular holes).	£1.35
EX014A German light plane belt buckles.	£1.35
EX015 Ammunition belts.	£1.75
EX016 Messerschmitt ME BF-109K.	£2.95
EX017 Focke Wulf FW190A-F/G.	£2.95
EX018 Focke Wulf FW190D.	£2.95
EX019 Focke Wulf FW190 flaps.	£2.35
EX020 Siebel Si-204D.	£2.75
EX021A Mikoyan MIG21 belt buckles.	£1.35
EX022 Arado AR96B.	£2.35
EX023 Henschel HS129B internal details.	£2.95
EX024A Soviet WW2 belt buckles.	£1.35
EX025 Henschel HS129B external details.	£2.95
EX026 Spitfire Mk.1/5.	£2.75
EX027 Mikoyan MIG15.	£2.95
EX028 Mikoyan MIG15UTI.	£2.95
EX029 Mikoyan MIG17PF.	£2.95
EX030A WW2 Luftwaffe belts and buckles.	£1.75
EX037 Spitfire Mk.14.	£2.95
EX038 Spitfire Mk.21.	£2.95
EX039A WW2 British belts and buckles.	£1.75
EX040 Spitfire Mk.9.	£2.95
EX041 Messerschmitt ME Bf.109G-10.	£2.95
EX044 Antonov AN-2 'Colt'.	£3.95
EX045 Hawker Hurricane Mk.11C.	£3.95
EX046 Focke Wulf FW190A/R11.	£3.95
EX042 Messerschmitt ME 210A-1 interior.	£4.95
EX043 Messerschmitt ME 210A-1 exterior.	£3.95

1/48 Scale

EX001B WW" sunights.	£1.55
EX002B Rudder pedals.	£1.55
EX003B Luftwaffe belt buckles.	£1.55
EX005B F4 Phantom belt buckles.	£1.75
EX006B P51 Mustang belt buckles.	£1.55
EX012B Perforated foil (ogival holes).	£1.55
EX013B Perforated foil (circular holes).	£1.55
EX014B German light plane belt buckles.	£1.55
EX021B Mikoyan MIG21 belt buckles.	£1.55
EX024B Soviet WW2 belt buckles.	£1.55
EX030B WW2 Luftwaffe belts and buckles.	£1.95
EX039B WW2 British belts and buckles.	£2.35

PLEASE NOTE THAT MOST OF THE DEDICATED AIRCRAFT SETS INCLUDE ACETATE INSTRUMENT PANELS.

CAST RESIN ENGINES WITH ETCHED RESIN PARTS

1/72 scale	
EXK001 Daimler Benz DB-605.	£3.95
EXK002 Jumo 004B-1.	£3.95
EXK003 Jumo 213.	£3.95
EXK004 Argus AS-10C.	£4.95
EXK005 Daimler Benz DB-603.	£4.95
EXK006 Daimler Benz DB-601.	£4.95

1/48 scale

EXK001B Daimler Benz DB-605AS.	£9.95
EXK002B Jumo 004B-1.	£9.95
EXK006B Daimler Benz DB-601.	£9.95
EXK007B Daimler Benz DB-605A.	£9.95

CAST RESIN KITS WITH ETCHED PARTS AND DECALS (VEHICLES)

1/72 scale	
EXM001 Wasserfall C-2.	£8.95
EXM002 Wurzburg Riese ground control radar.	£55.00
EXM003 BA-64 armoured car.	£15.95
EXM004 NKI-26 prop driven ski.	£15.95
EXM005 Beaveretts.	£15.95
EXM006 Dorchester AEC 4x4.	£19.95
EXM007 Autoblindata AB-41.	£21.95

STOP PRESS

Whilst going to press, the following new Final Touch products have become available.

FTA216 1/72 Vokes filter for any Spitfire kit.	£1.50
FTC045 1/72 Spitfire two seat trainer to fit the Matchbox kit. This replaces our previous conversion and comprises a complete new fuselage, entry door and replacement front and new rear canopy.	£4.95
FTB006 1/32 Nissen Hut front and rear walls together with instructions for making the corrugated covering in 1/32 scale. You can either make a complete building in 1/32 or use the faces as 'flats' in relief against a diorama backboard. Easily glazed windows and openable door.	£5.95

PART BRASS ETCHED

You have seen the excellent reviews of these superb Polish brass etched detail sets right here in SAMI. We are pleased to advise that our first deliveries are with us. There are many more to follow.. please let us know if you want the complete list. All of the sheets below are to 1/72 scale and are priced at £4.50 each.

72006 FW190A-8 for Academy	£4.50
72007 FW190D-9 for Italeri	£4.50
72008 ME Bf109F-4 for Italeri	£4.50
72009 ME Bf109G-6 for Italeri	£4.50
72020 ME Bf109G-10 for Revell	£4.50
72029 Spitfire IX for Hasegawa	£4.50
72030 Spitfire XIV for Academy	£4.50
72033 ME 210 for Italeri/Bilek	£4.50
72034 ME 210 radar antennas	£4.50

ARGUS BOOKS

Now in stock are the two excellent 'Camouflage & Markings' books by Mike Reynolds. Each book features a selection of aircraft which are dealt with in depth from the colours point of view, giving plans, scrap views and much useful data. Each book includes full colour swatch details. Available are:-

1) Luftwaffe 1939-45 covering the ME109E, JU87, JU88, Do17, He111, Me163, Me262, He219, Hs129, Me109G, FW190A, Me210/410, FW190D/Ta152, ME110 & Ar234. £5.95

2) RAF 1939-45 covering the Whirlwind, Gladiator, Hurricane, Spitfire, Mosquito, Blenheim, Beaufighter, Lancaster, Meteor, Wellington, Whitley, Defiant, Swordfish, Typhoon/Tempest, Sunderland. £5.95

The above are available at £5.95 each.

MODELLING MODERN SOVIET FIGHTERS

This book by Ken Duffey gives in-depth coverage of a selection of aircraft by examining the available kits and explaining just what is wrong with them and how corrections can be made. It is illustrated throughout with black and white photos and scrap views and includes useful general information sections. The aircraft covered are Fagot, Fresco, Farmer, Fishbed, Flogger B, Foxbat, Flogger D, Fulcrum, Foxhound, Fitter A, Fishpot, Flagon, Fitter C/K, Fencer, Frogfoot, Flanker, Fiddler, Firebar, Forger A. Available at £6.95.

SEA FURY SPECIAL

Comprising a new vacform canopy, a set of bulged and flattened mainwheels and a Fleet Air Arm decal sheet. A few sets only available at £2.75.

RECENT ADDITIONS

As the pace of new Final Touch releases has been hectic over the past few months, it may be helpful to give details of recent new items.

FTA145 Mosquito 100 gallon fuel tanks.	£1.50	FTA179 Spitfire 30 gallon belly tank.	£1.50
FTA146 JU88/JU188 engine fans and spinners (4).	£1.50	FTA180 Two Mk32B refuelling pods for KC10, Tristar and Hercules.	£3.50
FTA147 Luftwaffe side mounted super charger intakes (4).	£1.25	FTA181 Spitfire high altitude 'C' extended wings.	£2.99
FTA148 1/48 F7F Tigercat wheel set to replace ERTL rubber kit versions.	£2.50	FTA182 Spitfire FRX1V 30 gallon belly tank modified to carry a F24 camera.	£1.50
FTA149 Stirling propeller. 0.75p		FTA183 Hurricane PR11B under belly camera pack & new canopy.	£1.50
FTA150 Walther RATO pods (2).	£1.95	FTA184 Sea Hurricane under fuselage modifications & new canopy.	£1.95
FTA151 Pair of bulged and flattened mainwheels to suit Russian WW2 fighters.	£1.50	FTA185 Hurricane 11D wing mounted cannons & new canopy.	£2.50
FTA152 Pair of bulged and flattened Ta152 mainwheels.	£1.50	FTA186 Hurricane X11 snow skis and new canopy.	£2.50
FTA153 Pair of bulged and flattened Sea Fury mainwheels.	£1.50	FTA187 RAF PUMA HCC1 extended intakes and top fuselage.	£2.50
FTA154 JU188E-1 engine cowlings, spinners and fans.	£3.95	FTA188 FW190A-6/R1 underwing pods to carry MG151/20s.	£1.50
FTA155 JU88R-2 engine cowlings, spinners and fans.	£3.95	FTA189 Pair of bulged and flattened Mosquito mainwheels.	£1.50
FTA156 1/48 ME Bf109 underwing radiators and radiator flaps.	£2.50	FTA190 1/32 RAF style PAVE SPIKE pod.	£2.50
FTA157 1/48 Luftwaffe Bf50/30 under belly camera pack. 0.75p		FTA191 1/32 MATRA 68mm SNEB rocket pods (2).	£3.50
FTA158 1/48 MIG29A front and rear FOD guards and instrument panel.	£2.50		
FTA160 Douglas D704 in flight refuelling pod.	£2.75		
FTA161 Pair of bulged and flattened Bf109K mainwheels.	£1.50		
FTA162 Pair of bulged and flattened Spitfire 3-spoke mainwheels.	£1.50		
FTA163 Pair of bulged and flattened P40 mainwheels.	£1.50		
FTA164 Pair of bulged and flattened Do217E/K mainwheels.	£1.50		
FTA165 Pair of bulged and flattened Mirage 111 mainwheels.	£1.50		
FTA166 Pair of bulged and flattened Gladiator mainwheels.	£1.50		
FTA167 Pair of Skyhawk missile rails/ACMI pod rails for USN/RAN.	£1.50		
FTA168 Pair of bulged and flattened Bf109G treaded mainwheels.	£1.50		
FTA169 Pair of bulged and flattened Bf109G smooth mainwheels.	£1.50		
FTA170 Parts to alter the ESCI C130H into a late model, with sponson extensions, intakes, gills and avionics housing.	£4.95		
FTA171 Set of correct cowlings for Matchbox Privateer.	£4.95		
FTA172 Set of Bf109 flaps, underwing radiators and radiator flaps.	£2.50		
FTA173 Italeri late mark C130 conversion as for FTA170.	£4.95		
FTA174 Long tailed P40M conversion to fit Hasegawa kit, including new canopy.	£2.95		
FTA176 RAAF Boeing 707 tanker pods, pylons & camera housing.	£4.95		
FTA177 RNZAF A4K Skyhawk conversion, with tail extension, parachute housing & ECM pods.	£2.95		
FTA178 Israeli A4H Skyhawk conversion, with tail extension, long jet pipe, parachute housing & DEFA cannon pods.	£3.95		

CONVERSIONS

FTC038 JU88S-1/T-1 cowlings, spinners, fans, camera housing and new canopy to fit ERTL kit.	£5.95
FTC039 Accurate cowlings for Matchbox Beaufighter & new canopies.	£4.00
FTC040 Accurate cowlings for NOVO Beaufighter & new canopies.	£4.00
FTC041 RAN Sikorsky conversion to alter any SH69B/J kit into the RAN S70B-2 Gulf version. A very full set with 16 resin parts and a wealth of drawings.	£5.95
FTC042 Spitfire PR1F replacement fuselage & canopy to convert the Airfix Mk1.	£4.95

LUFTWAFFE CONVERSIONS

FTC031 Arado Ar234V-16 crescent wing conversion, with wings, nacelles and new tailplane.	£14.95
FTC032 ME262C-2B rocket nacelles and fuel dump pipe.	£5.95
FTC033 ME262 LORIN over wing ramjet nacelles.	£10.95

AVRO TUTOR

After long delays the complete kit of the Avro Tutor Mk1 is now available. It is a complete kit in resin with a separate cockpit coaming that allows cockpit detailing. Please note that wing struts are not included. There are no decals. £10.95

AVRO VULCAN

Last month's excellent Vulcan article mentioned the difficulties presented by the intake sections of the Airfix kit. Our FTA114 solves this problem by providing one piece resin intake areas that replace the kit sections, giving not only intakes with no side seams, but also providing units of the correct curvature. FOD guards are also included if engine detail is now required. New mould versions available at £4.95.

GREATER PETERBOROUGH MODEL CLUB

Our trade stand will be at the Club's model show on April 25th 1998 at the William de Lazley Junior School in the centre of Yaxley, 4 miles from Peterborough.

The following Previews now include a 'Status' heading. This indicates what the tooling actually is, e.g. New, Revised, Updated etc and also where (if applicable) it originates from.

We appreciate that there has been some confusion with the proliferation of reboxed kits on the market nowadays and we therefore hope this will help.



Technical Data

Kit: Republic P-47D Thunderbolt
Manufacturer: Academy
Scale: 1/48th
Status: New Tooling
Price: £13.99
Type: Injection Moulded Plastic
Parts: Plastic 92 Clear 11
Decal Options: 2
Manufacturer: Academy Plastic Model Co., Ltd. 273-64 Suyu-dong, Kangbuk-gu, Seoul, Korea.
UK Importer: Toyway, Unit 20, Jubilee Trade Centre, Jubilee Road, Letchworth, Herts. SG 6 1SG
 Tel 01462 672509 Fax 01462 672132



Technical Data

Kit: Blohm & Voss
Manufacturer: Czech Model
Scale: 1/48th
Status: Co-operative Product
Price: £18.95
Type: Limited Run Injection Moulded Plastic, Resin & Vac-formed Clear
Parts: Plastic 32, Resin 11, Clear 2
Decal Options: 1
Manufacturer: Czech Model c/o Squadron Products, 1115 Crowley Drive, Carrollton, Texas 75011-5010, USA.
UK Importer: Pocketbond Ltd



Technical Data

Kit: Messerschmitt Me 163S
Manufacturer: Pavla Models
Scale: 1/72nd
Status: New Tooling
Price: £4.99
Type: Limited Run Injection Moulded Plastic, Etched Brass and Vac-formed Clear
Parts: Plastic 23, Etched 27, Clear 1
Decal Options: 2 (Luftwaffe & Russian)
Manufacturer: Pavla Models, Kubelíkova 9, 709 00 Ostrava, Czech Republic.



Technical Data

Kit: MiG-3 z.6
Manufacturer: Encore
Scale: 1/72nd
Price: £6.99
Origin: Cap Croix de Sud & Italeri
Status: Repackaging, new decals & resin detail parts
Type: Injection Moulded Plastic
Parts: Plastic 33, Resin 15, Clear 2
Decal Options: 3
UK Importer: Pocketbond Ltd



Technical Data

Kit: Bell X-1
Manufacturer: Eduard
Scale: 1/48th
Price: £10.95
Status: New Tooling (Standard Kit)
Type: Limited Run Injection Moulded Plastic.
Parts: Plastic 41, Clear 1 **Decal Options:** 2
Manufacturer: Eduard M.A., 435 21 Obrnice 170, Czech Republic



Technical Data

Kit: Fiat G-50bis/ bisA.S
Manufacturer: MisterKit
Scale: 1/72nd
Status: New Tooling
Price: £TBA
Type: Resin, Metal & Vac-formed Clear
Parts: Resin 51, Metal 6, Clear 2
Decal Options: 2
Manufacturer: MisterKit, Via Monte Amiata 31, Rozzano, Milano, Italy.
 Tel/Fax: 0039- (0)2-8243791
UK importer: N/A



Technical Data

Kit: Tupolev Tu-154
Manufacturer: Tupolev
Scale: 1/200th
Status: New Tooling
Price: £TBA
Type: Injection Moulded Plastic.
Parts: Plastic 18
Decal Options: 2
Manufacturer: Tupolev Aviation Corporation, Russia.
UK Importer: None



Technical Data

Kit: SA 330 Puma
Manufacturer: Revell®
Scale: 1/144th **Price:** £5.95
Status: New Tooling
Type: Injection Moulded Plastic.
Parts: Plastic 50, Clear 10
Decal Options: 2
UK Importer: Revell®, Binney & Smith (Europe) Ltd, Amphyll Road, Bedford. MK 42 9RS.
 Tel: 01234 360201 Fax: 01234 342110



Technical Data

Kit: Yak-9D
Manufacturer: Encore
Scale: 1/72nd **Price:** £8.99
Origin: ICM (Ukraine)
Status: Repackaging & new decals
Type: Injection Moulded Plastic
Parts: Plastic 40, Clear 2
Decal Options: 3
Manufacturer: Encore, 1115 Crowley Drive, Carrollton, Texas 75011-5010, USA.
UK Importer: Pocketbond Ltd



Technical Data

Kit: Sopwith 'Navy' Pup
Manufacturer: Flashback
Scale: 1/72nd **Price:** £15.30
Status: Revised & Updated Eduard Kit
Type: Limited Run Injection Moulded Plastic, Resin, Metal, Etched Brass & Acetate
Parts: Plastic 17, Resin 15, Metal 2, Etched 60, Acetate 1
Decal Options: 2
Manufacturer: A.M.C. PO Box 79, 274 01 Slany, Czech Republic.



Technical Data

Kit: Bell XP-77
Manufacturer: Czech Model
Scale: 1/48th
Status: Co-operative Product
Price: £TBA
Type: Limited Run Injection Moulded Plastic, Resin & Vac-formed Clear
Parts: Plastic 38, Resin 11, Clear 2
Decal Options: 1
Manufacturer: Czech Model c/o Squadron Products.
UK Importer: Pocketbond Ltd



Technical Data

Kit: Wright Flyer & 'Spirit of St. Louis'
Manufacturer: Glencoe
Scale: 1/105th & 1/110th
Origin: ITC
Status: Repackaging
Price: £5.99
Type: Injection Moulded Plastic
Parts: Plastic 23 (Wright) & 15 (Spirit)
Decal Options: 1
Manufacturer: Glencoe Models Inc. Box 846, Northboro, MA 01532, USA.
UK Importer: Pocketbond Ltd

**Kit of the Year
 Results now in
 see page 239**

Don't miss your copy of Scale Aviation Modeller Magazine

Get your Newsagent to save you one every month

It doesn't cost any extra to reserve your own copy. Most newsagents are only too pleased to help, so complete the coupon (or make a copy if you prefer not to cut your magazine), and take it to your local shop.

If he doesn't normally stock Scale Aviation Modeller, remind him that his wholesaler definitely does!

Dear Newsagent

Please reserve me a copy of Scale Aviation Modeller Magazine every month.

Name

Address

Postcode

Fokker G-1 'Reaper'



Technical Data

Manufacturer: MPM
Scale: 1/72nd **Price:** £11.50
Type: Limited-Run Injection Moulded Plastic and Etched Brass
Parts: Plastic 87, Clear 2, Etched 28
Decal Options: 2 (Dutch & Luftwaffe)
Supplier: MPM Ltd, Hodkovickách 2, Prague 4, Czech Republic

The Kit

This is, in most respects, a typical MPM kit; plastic parts with nicely engraved surface detail and fairly heavy sprue gates, a first rate etched brass detail fret by Eduard, and a Propagteam decal sheet. Unusually though, the entire fuselage nacelle is injection moulded in clear plastic.

Instructions

These are an eight page booklet, with clear pictorial diagrams in eight stages. A parts map is supplied, along with colours and marking views. A short history of the type, and some general advice on building short run, mixed-media kits is also included. Detail painting is called out during construction, referring to the Humbrol paint range.

Construction

The bulk of construction time is taken up with the fuselage nacelle. This is packed full of detail, much of it coming from the etched fret. I omitted the rather overscale part representing the gun barrels, replacing this with separate pieces of plastic rod, although I am not sure if they should protrude so much through the nose.

I elected to paint the interior of the fuselage halves prior to assembly - tricky to say the least, but I felt this would give a better impression through the extensive glazing than merely spraying the outside with the interior colour.

The main challenge is in assembling all the various bulkheads and sub-assemblies into the clear plastic fuselage halves; not wanting to cloud the plastic by using conventional cement or cyano glue, I used Humbrol Clearfix to install these parts. While this worked, I did use liquid cement to join the fuselage halves for strength, applying very small amounts to the taped joints with a fine brush. Thankfully, the joints here were very good, and needed very little rubbing down.

The remainder of construction is straightforward, although I needed plenty

of filler to blend the tail booms into the engine nacelles.

Accuracy

According to 'The Encyclopedia of World Aircraft', the G.1 had a span of 56' 3.25", and a length of 37' 9". My measurements of the kit revealed a scale span of 55' 6" and a length of 34' 9", making the model a little undersized, particularly in length.

Colour Options

Two options are offered, a Netherlands Army Air Corps machine during the summer of 1939, and a captured G.1 under Luftwaffe evaluation, winter 1940-1. The latter being in a simple scheme of RLM 71 on the upper surfaces with RLM 65 underneath. I chose the Dutch option mainly because of the splendid camouflage scheme.

The colours quoted on MPM's instructions are rather puzzling, and if followed would lead to a rather lurid combination of colours. Not having the appropriate FS references to hand, I mixed colours according to MPM's box art and some colour artwork I had on the type.

Humbrol 133 Satin Brown and 33 Matt Black were mixed approximately 80/20, to give the dark chocolate brown colour, and 131 Satin Mid Green and 33 Matt Black, again roughly 80/20, to produce the green. I used 63 Matt Sand, as suggested by MPM,

for the third colour, although I'm not convinced that this is correct.

The fuselage and wheel bay interiors were painted Humbrol 64 Matt Light Grey, with various details in Black.

Decals

These are the usual Propagteam items, generally of very high quality, although the colour density, particularly of the white and orange areas was not really strong enough over the darker camouflage colours.

Sharp eyed readers will note my mistake in positioning the wing roundels. The white segment of each should face to the rear, with the red segment facing outwards on each wing, by the time I'd realised my error it was too late to move them, as the images are very thin and start to break up if attempts are made to move them.

Decal Rating = 7/10

Conclusion

This was great fun, enough of a challenge to be interesting, without the endless fit problems often associated with this type of kit. Combined with the fascinating subject, this is good value.

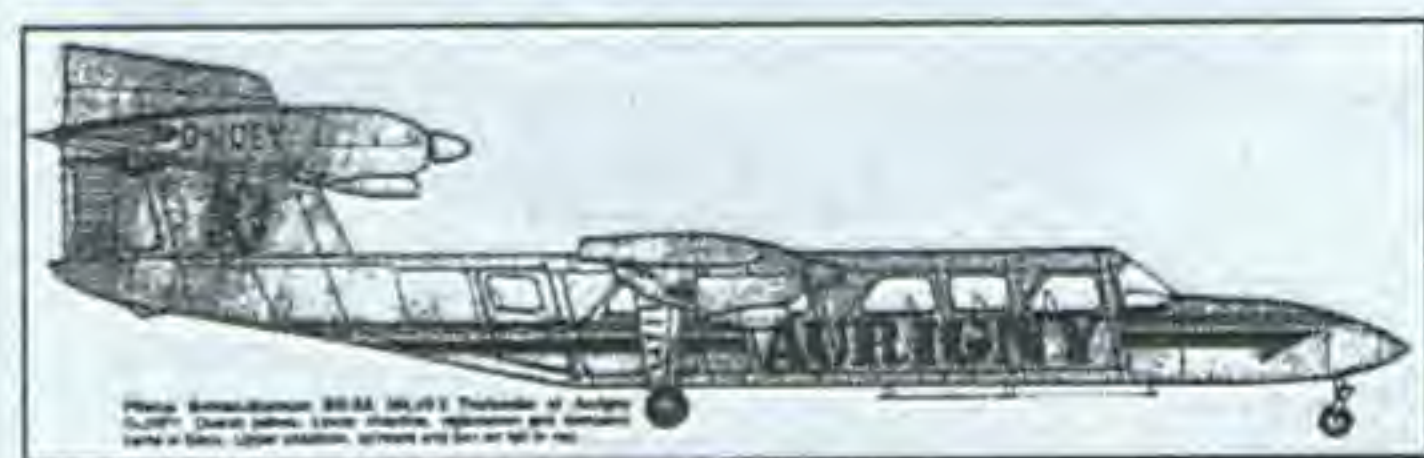
Although not suitable for beginners, the intermediate modeller will really enjoy this kit. Highly recommended.

My thanks to MPM Ltd for the review sample.

Paul Lawson



BN Trislander (Long Nose Version)



Technical Data

Manufacturer: Vami Models
Scale: 1/72nd **Price:** £TBA
Type: Resin, White Metal & Vac-formed Clear
Parts: Resin 17, Clear 1, Metal 3
Decal Options: 1

The Kit

The main kit parts are in the now familiar beige resin, they need a lot of cleaning up. Wheels and undercarriage parts are white metal and the front windscreen only is supplied as a vac-form. The manufacturers suggest that 'due to moulding limitations' parts from the Airfix kit be used for wheels, props and windscreen etc, but I found those parts supplied with the kit were quite adequate for the task, which is just as well as

the Islander/Defender kit is a rare beast these days.

The Instructions

A single sheet of A4 contains some very basic construction advice in English on one side and French on the other. A single side view drawing of the aircraft is supplied and this looks very similar to the 1/72nd scale plans of the Trislander that appeared in Aviation News Vol 17 Number 8, (2-15 September 1988). If you have a copy of these plans in your collection, they will prove useful during construction.

Construction

First clean up all the parts. The windows need to be cut out and this is where the plans and any photos you may have will come in handy. There is no interior detail supplied but eight double seats made from plasticard and painted dark blue will solve that. The rest of the interior has a white roof, cream sides, with a dark blue elbow

rest running the length of the seating compartment and a dark blue carpet. The instrument panel is supplied and this has a grey finish and there is also an option of a long nose or short nose version. If the former is to be modelled then the short nose has to be removed, with a saw, after the two fuselage halves have been stuck together. Again the plans will come in handy here as well as for positioning the seats. The original aircraft has a tendency to be tail heavy and great care has to be taken when loading and unloading this aircraft with passengers to ensure all the wheels stay on the ground. To avoid my model being a tailsitter I drilled a 3/8th inch hole into the solid long nose and filled in with 8 x 10gram airgun pellets, suitably flattened, prior to supergluing the nose to the fuselage and thus avoided having to scratch build the tail 'prop'. The rest of the construction is simplicity itself. The wings being made from a single part as is the tail, filler will be needed around most of the joins though and the wheels and propellers do need a lot of cleaning up before gluing in position. I believe VAMI

are a little optimistic with their advice that Clearfix be used to create side window glazing as these apertures are too large for that product, so a clear plastic alternative will have to be employed to manufacture the windows.

Accuracy

This is an odd looking aircraft, but those lines are captured well in this scale. The dimensions are accurate to that of the original and VAMI have used Brian Marshall plans to good effect. The only comment I would make is that the nose wheel oleo needs to be 'shortened' to a more compressed position to get the correct 'sit'.

Colour Options

Only one is supplied with the kit, but to me there is only one option with this machine. The all yellow livery of Aurigny Air Services and their flagship G-JOEY, though I changed the identity of my example to the first machine of this type that I flew in. After a coat of white primer I applied several coats of Humbrol 69 and finished off with a wash of Humbrol 69 and Humbrol 154 Insignia

Yellow to get the right hue. Spinners are bright red and leading edges of wings, the cockpit coaming and props and tyres finished in matt black.

I edged the windows in silver prior to glazing them.

Decals

Only one option and they are very thin and not very well printed. The lining for the fuselage sides is too broad for this scale and will need trimming on the sheet prior to dipping in the water. All the decals need to be cut carefully from the backing sheet as they are printed on a single film. The 'AURIGNY' logo is slightly too small but at least the lions for the tail are correctly proportioned, facing forwards, not to the rear as on the illustration and thus the

plans. I found them very tricky to apply but they are durable and do not readily crack or disintegrate whilst positioning. Once on they show no silvering.

Decal Rating 4/10

Conclusion and Recommendation

I thought Christmas had come early when this kit arrived from the office, and maybe a bit of nostalgia clouded my thoughts during construction but I thoroughly enjoyed building this very basic kit. It does need a little extra work to produce a good model, however construction is so simple that it makes you want to go the extra yard with detailing and so on. The instructions could be more comprehensive and a little research will be necessary to produce a good finish. If the kit has a failing then it is

in the decals, their construction is great but the finish is poor and therefore lets the finished kit down.

A good basic kit that will build into a good looking model with some effort. Suitable for all skill levels and ideal if you

are a beginner and want to try a resin kit for the first time. You will need some patience though with the decals.

My thanks to VAMI for the review sample.

Dan Claxton



MiG I-270

Technical Data

Manufacturer: A-Model
Scale: 1/72nd **Price:** £TBA
Type: Limited-run Injection Moulded Plastic
Parts: Plastic 24, Clear 1 **Decal options:** 2
UK Source: Pol Models

The Kit

This is a limited run kit moulded in white, softish plastic. The parts feature fairly deeply engraved panel lines but are sharply moulded, requiring little cleaning up before assembly can begin. Overall, the quality of moulding, surface detail and type of plastic used are reminiscent of Huma's early offerings, and very acceptable.

Instructions

One double-sided A4 sheet with brief historical text in Russian, exploded assembly diagrams and profile and plan-view painting/decalling diagrams with paint colours called out in Russian and English. Simple and unambiguous.

Construction

Assembly begins with the cockpit interior, which comprises a floor/nosewheel bay roof with moulded-on rudder pedals, rear bulkhead, lower nosewheel bay bulkhead, instrument panel, control column and seat. The instrument panel has circular indentations to represent the instruments; I reversed it, applying a panel decal from the spares box to improve the cockpit's appearance. Weight is needed in the nose to prevent tail-sitting, so after I installed the completed cockpit module in one fuselage half I added lead shot mixed with epoxy in the extreme nose and aft of the cockpit bulkhead before closing the fuselage sides. Each wing is moulded in one piece, and I found that a little trimming was needed around the locating tab and corresponding slot in the fuselage for best fit, but no filler was needed. Add the T-tailplane (a dab of filler was needed at its junction with the fin) and the main airframe is complete. Some care is needed in fitting the main landing gear legs which, as shown on the drawing, are canted slightly backwards, with wheels



splayed outwards under load. The nosewheel is one-piece. The nosewheel doors have locating pegs, those for the main wheels do not. So far, no problem, until I came to the canopy. It is thick, full of blemishes and ill-fitting. Sanding and polishing greatly improved the clarity, but also set up a myriad of stress cracks, rendering it useless, so I filled it with Milliput and used it as a master to plunge-form a replacement from acetate sheet. Note that if you want the canopy open, it did not slide; the centre section hinged to starboard. The two exhausts for the I-270's rocket motors need drilling out, or (as I did) you could replace them with short lengths of Contrail tubing of appropriate diameter. Not included in the kit or shown on the instructions is the pitot tube, fitted to the starboard wing. Its exact positioning is not clear from photographs; I drilled a hole at the aileron/flap division panel line and installed a short length of stretched sprue. That left just the small wind-driven propeller for electrical power generation to be added to the nose and the radio mast and its antenna wires, the latter from stretched sprue.

Accuracy

Like the contemporary Bell X-1 rocket craft the I-270 was quite small. According to Bill Gunston's 'Aircraft of the Soviet Union' it had a wingspan of 7.75m and an overall length of 8.70m. The kit scales out at 7.65m wingspan and exactly 8.70m in length, which is as near to spot-on as makes no difference.

Colour options

Options are illustrated for the two prototype

I-270s, marked 'V1' and 'V2' respectively. That smacks more of German than Russian prototype practice, but may simply be the kit-makers' abbreviation for 'Version 1 & 2' rather than an official designation. Both airframes were finished 'aluminium' overall. 'V1' is shown as having red trim around the lower nose, with red stars above and below the wings, on fuselage and fin sides, are red stencilling. 'V2' is shown as devoid of nose trim and fuselage stars. No codes or other individual identities were carried. The kit's colour scheme diagram is at odds with photographs of the two I-270s published in Piotr Butowski's book OKB MiG, which show the second prototype as having the red nose trim (but not fuselage stars), while the first prototype had both fuselage and fin stars but no red trim. From the photographs it appears that there were also other minor detail differences between the two, the kit apparently being based on the first prototype. I opted to follow the 'OKB MiG's'

photographs of the first aircraft, and after a coat of grey primer airbrushed with Humbrol Polished Aluminium, masking and buffing individual panels to achieve a natural metal appearance.

Decals

Decals for all markings are provided, including the red nose trim. They are well printed, but very matt and with a fair amount of carrier film. For the chosen first prototype I used just the red stars in eight positions, trimming the carrier film close to the edges of each decal. They adhered perfectly; no setting solutions were used or necessary. There is no sign of any stencils on photos of the first I-270, so I did not use those provided.

Decal rating = 9/10

Conclusion & Recommendation

An unusual subject which had me scrambling for references. Given the I-270's provenance (it was developed drawing on technology gleaned from a captured Messerschmitt Me 263), it would make a fine companion for the Huma kit of the Ju 248/Me 263, and is a must for any MiG line-up. Construction, while by no means in the 'throw-in-the-glue-and-shake-the box' class, is straightforward enough that it would make a good first project for anyone getting started on limited-run kits-just be careful with that canopy.

My thanks to Pol Models for the review sample.

Mike Jerram



Sea Harrier F/A.2

What follows is a short look at the new Sea Harrier F/A.2 by Phil Carter of the Harrier S.I.G (Special Interest Group). It is offered here in the form of our standard review and we hope that our readership will find it of use.

For Paul Gilson's review of this kit see last month's edition (Vol 4 Iss 3 Page 141).



Technical Data

Manufacturer: Airfix
Scale: 1/48th **Price:** £11.99
Status: Revised version of FSR.1
Type: Injection Moulded Plastic
Parts: Plastic 102, Clear 7
Decal Options: 5
Manufacturer: Airfix, Marfleet, Hull, North Humberside. HU9 5NE

The Kit

As Paul Gilson mentioned last month, this kit is a partial retooling based on the previous 1/48th Airfix GR.3 and FRS.1 kits. A new sprue comprising a new (stretched) fuselage and all the other parts peculiar to the F/A.2 is included. These comprise the new wing fillets

and two AMRAAMs and their under-fuselage launchers. An AAR (Air-to-Air Refuelling) probe is also included and this is a useful spare for the GR.3/FRS.1 Harrier kits. The rest of the kit is made up of the two sprues common to the earlier kits.

Construction

No particular difficulties were encountered during the construction. However, the fit of the radome is slightly proud, and needs to be rubbed down to a better, flush, finish. The new sprue of parts is in a softer plastic and has recessed panel lines. However, the wings from the older kits have raised panel lines which will need to be rubbed down and then rescribed with an Olfa P-cutter or similar. If this is not done you will have a rather 'mixed match' Harrier!.

Accuracy

A major inaccuracy on the old GR.3/FRS.1 kits was that the flap/aileron widths were transposed. This has now been corrected for the F/A.2, and I therefore hope that this will mean that all future production of the other Harrier kits (?) will also have these corrected wing parts. A splitter plate is needed for the tail joint and this is easy enough to cut from a piece of plasticard. Also, the kit provides the old style 100 gallon tanks and these need to be extended with a Milliput plug to represent the 190 gallon tank associated with the F/A.2. An easier alternative is to fit the Sea Eagles provided in the kit, although this is hardly a typical weapon load. The upper

auxiliary intake doors will need to be cut away and dropped, and the jet nozzles are a bit basic and rather too rounded in profile. The heatshields, which are moulded into the fuselage sides, are flat rather than corrugated in appearance. I gather all these shortcomings, which apply to all the 1/48th Airfix Harriers, are being addressed with replacement resin parts which are planned for production by Aardvark Creations. The kit could also benefit from other detail improvement parts such as an Aeroclub MB Mk 10 ejection seat, and the Flightpath etched brass set. (See Bill Clark's feature on the ultimate FRS.1 in Vol 2 Issue 8, Aug 96.) Finally, an anti collision beacon needs to be

added to the rear of the wing centre section, offset to port.

Conclusion and Recommendation

As outlined above, a little extra effort and investment in improvement parts will produce a very respectable model of a major British front line aircraft. Even without the extra work, a satisfactory result should emerge. Airfix have done well to extract maximum mileage from their first-generation Harrier mouldings. Can we now have an all-new GR.7 to park alongside it on the deck diorama, please?

Many thanks to Airfix for the review sample.

Phil Carter



Hansa Brandenburg W.29 'Friedrich Christiansen'



Technical Data

Manufacturer: MPM
Scale: 1/72nd **Price:** £8.75
Type: Limited Run Injection Moulded Plastic, Etched Brass & Vac-Formed Clear
Parts: Plastic 43, Etched 21, Clear 3
Decal Options: 2
Manufacturer: MPM Ltd, V Hodkovicák 2, 147 00 Praha 4, Czech Republic

The Kit

All of this kit's major parts are moulded in a dark grey plastic and are mounted on two substantial sprues which will afford good protection until the model arrives at the modelling bench. All the moulding is crisp and the surface detail very well defined. There is a choice of tailplanes to model both the early and late models of this machine. No less than 21 etched brass parts are included which come on a minuscule brass fret of less than an inch square. The parts are well packaged and presented in a box with some great artwork on it. Sometimes I feel like just framing the box and forgetting the model!

The Instructions

MPM go in for the booklet style of

instruction sheet and this offering is no exception. Nine pages in A5 cover a short history, a layout of the parts on the sprues for easy identification and four pages of step by step construction and interior painting notes. Colour notes for both options and decal positions cover the remaining pages.

Construction

By following the instruction sheet you would think that this was simple and in some cases that would be true. But this kit has a sting in its tail, or more accurately, its boots. The interior is more than adequately supplied with the option of either the rather bulky plastic instrument panel, control wheel and rudder bar, or the more delicate etched brass alternatives. Seats and seat belts, with enormous buckles are also supplied and there is even a decal for part of the instrument panel. All interior colours are covered in the instructions. The completed cockpit fits reasonably well into the fuselage but a little carving was necessary to obtain a good fit. The rest of the construction, wings and tailplane etc. were no problem and no filler was required. But the float assembly is something else. I built the Pegasus model of this machine in parallel with this and as mentioned in the review of that kit a few months back, they had overcome this problem with two sturdy lumps of white metal. MPM have made the entire structure from very thin plastic in no less than 12 pieces. I have to say that the end result

(initially) looked far superior and more in scale than the more bulky struts of the Pegasus kit. But the MPM assembly is very fragile and I had to reconstruct it several times during the course of building and painting this model. However, prior to starting on these floats, the fuselage, wings and floats need to be painted in their base colour (Humbrol 127) and when dry given a coat of gloss varnish. All the naval lozenge patterns are supplied in decal form and this is the point at which to apply them. Once all the decals are dry, trim off the edges and paint the underside of the wings with Humbrol 121 and the body underside with matt light grey (Humbrol 147). The struts for the float assembly were painted in Humbrol 127 and when dry construction could begin. I glued the horizontal bars between the

floats in position first and having got the distance between them correct, set them aside and set about making a jig to hold the machine at the correct height and angle above the floats whilst the remainder of the struts were glued in position. Without this jig, the whole lot will collapse under its own weight and will turn a few hairs grey, I told you there was a sting in the tail!

The remaining detail sets this kit apart. There are foot steps and hand holds and aileron and rudder control wire from the etched brass sheet to fix on with Superglue and these can prove very fiddly, but worth the effort. Last but not least the windscreen was cut out of the vac-form transparency supplied and fixed into position with Clearfix.

Accuracy

Dimensionally good, the kit measures out at 129mm in length, including floats and 184mm in span which works out at 9.35m in



length and 13.25m in span. The length is bang on and the span is 0.25m under the original at full scale. The look though is very good.

Colour Options

Two are supplied with the kit. The later model is of an all grey and lozenge machine of No. 2532 based in Nordeney in 1918 and the second is an earlier machine flown by Oblt. Z S Friedrich Christiansen on July 6th 1918. The latter again finished in all grey with naval lozenge upper surfaces and clear doped linen underwing surfaces. Colours used were as

mentioned in the comprehensive instructions. There seems to have been a number of machines flown by this German aviator so I assume he didn't stick to a 'favourite'. There also appears to be a vast number of variations in the colour finish of W.29s, so you can be bold. The choices with this kit though are quite conservative by comparison to some, but are attractive none the less.

Decals

These are excellent. Full naval lozenge decals for all upper surfaces are supplied and the

inclusion of the two variations of the narrow and wide black crosses featured on the two kit options give the modeller plenty of scope to branch out with alternative finishes. The decals are very well printed and slip onto the model with no trouble at all. There was no need to use any decal solvents etc. and they do not silver.

Decal Rating = 10/10

Conclusion & Recommendation

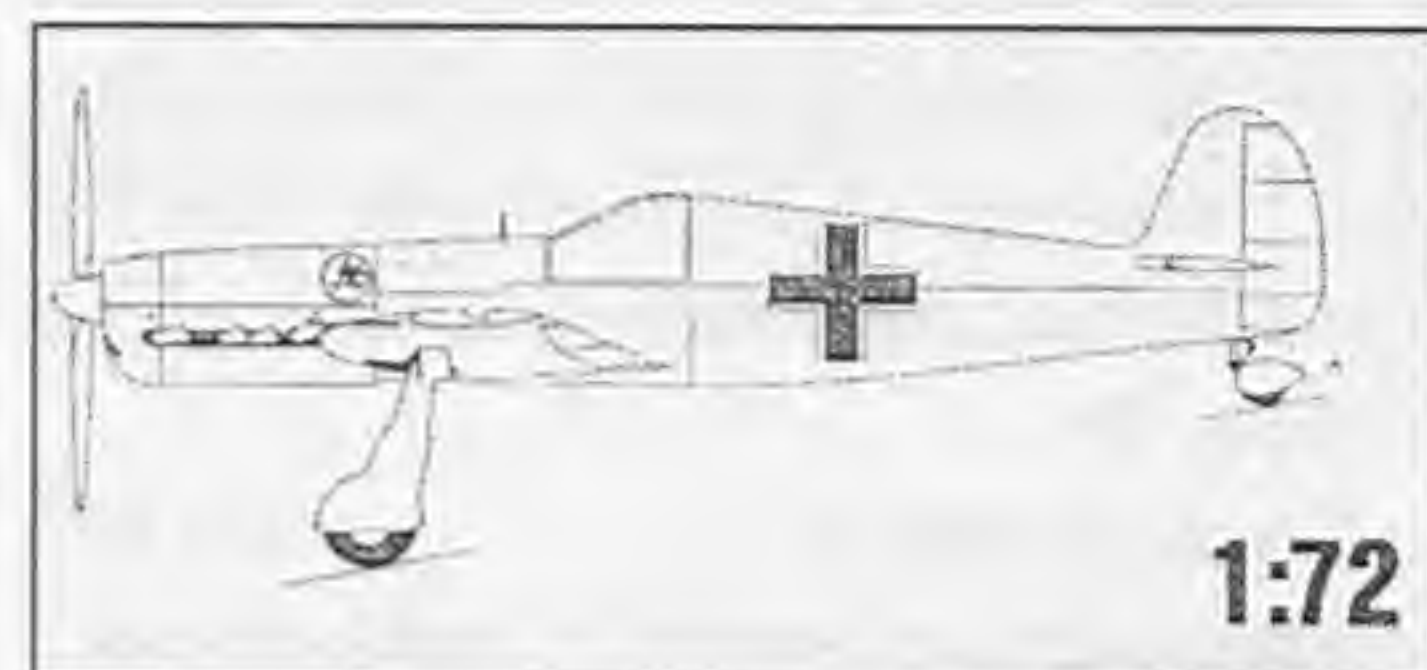
As I mentioned, I built the Pegasus W.29 alongside this kit and I found this model much more difficult. But the end result has

the edge as a reward for the extra effort. However, as for its long term survival I am unsure. The model, and particularly the float assembly, is very fragile and will not take kindly to any form of storage other than in a display cabinet. Both are excellent models but the MPM offering is definitely for the more experienced and patient modeller. Recommended

My thanks to MPM Ltd for the review model.

Dan Claxton

Skoda Kauba Sk 257



1:72

Technical Data

Manufacturer: RV Resin
Scale: 1/72nd **Price:** TBA
Type: Resin & Vac-formed Clear
Parts: Resin 22, Vac-Form 1
Decal Options: N/A
Manufacturer: R.V. Resin, Udánky 7, 571 01 Moravská Třebová, Czech Republic.

The Kit

The kit comes in a substantial box within which is a modest transparent envelope that holds a casting wafer of cream coloured resin containing the main components of this small fighter trainer. Packed separately are the pilot's seat and main undercarriage leg covers which are supplied on plastic card and will need to be cut out before use. A small crystal clear canopy is also included, however its size means that extra care will have to be taken in removing it from the backing sheet.

Instructions

These consist of a small sheet of paper giving assembly stage sketches on one side, a larger piece of paper giving a set of 1/72nd plans and finally, an A4 sheet with a set of larger drawings on one side and what I take to be

data on the aircraft together with dimensions on the other. All of this information is unfortunately in Czechoslovakian. All I could make out were RLM 02 and RLM 63 and a warning perhaps; POZOR! I may never know?

Construction

From the main wafer of resin will need to be removed the wings, fuselage halves, tail unit, main and tailwheel undercarriage legs and wheels, nose cowling and the two blade propeller, cockpit floor, fuselage bulkhead and instrument panel. Cockpit details such as the trim wheels and rudder pedals are also included. These later small items however have to be excavated more in hope than realisation!

The main resin components i.e. fuselage, wings, tail unit and nose cowling have minimal, very faint, detailing. The nose cowling is particularly poor in this respect. The main undercarriage legs also suffered from poor definition of detail and an excess of flash. The prominent exhaust units are not featured on the fuselage, or as separate parts, although they are clearly shown on the plans. I also consider that the flying surfaces are a bit on the thick side and although these can of course be sanded down, this will result in the removal of even more of the minimal detailing.

Accuracy

Unfortunately I have no information on the dimensions or scale drawings of this particular aircraft. Both the model and its

supplied drawings dimensions correspond to each other well and the model gave a 'real' wing span of 7.54 metres and a length of 7.13 metres. The dimensions stated on the instructions are, wingspan 7.95 metres and length 7.12 metres. This makes the model a little short in span, but overall quite acceptable in this smaller scale.

Colour Options

Because of the Czech text used throughout the instructions, I made an inspired guess and decided that the cockpit area would be RLM 02 (Grau) with the rest of the airframe in RLM 63 (Lichtgrau). The wheel centres were painted Satin Black and the tyres a very dark grey.

All of the colours I used were from the AeroMaster 'Warbird Acrylic' range.

Decals

There are none supplied in this kit, so I raided that ever helpful spares box for basic Luftwaffe markings to make the completed

model look better for this review.

Conclusion and Recommendation

I personally found this kit a bit of a disappointing exercise. The total lack of English in the instructions coupled with no decals made this kit more complex to construct than it should have been. The fact that the various main assemblies of this small aircraft require a high degree of sanding and filler to achieve any sort of convincing result means that the end product lacks that crisp detail that would have made this project a whole lot more enjoyable.

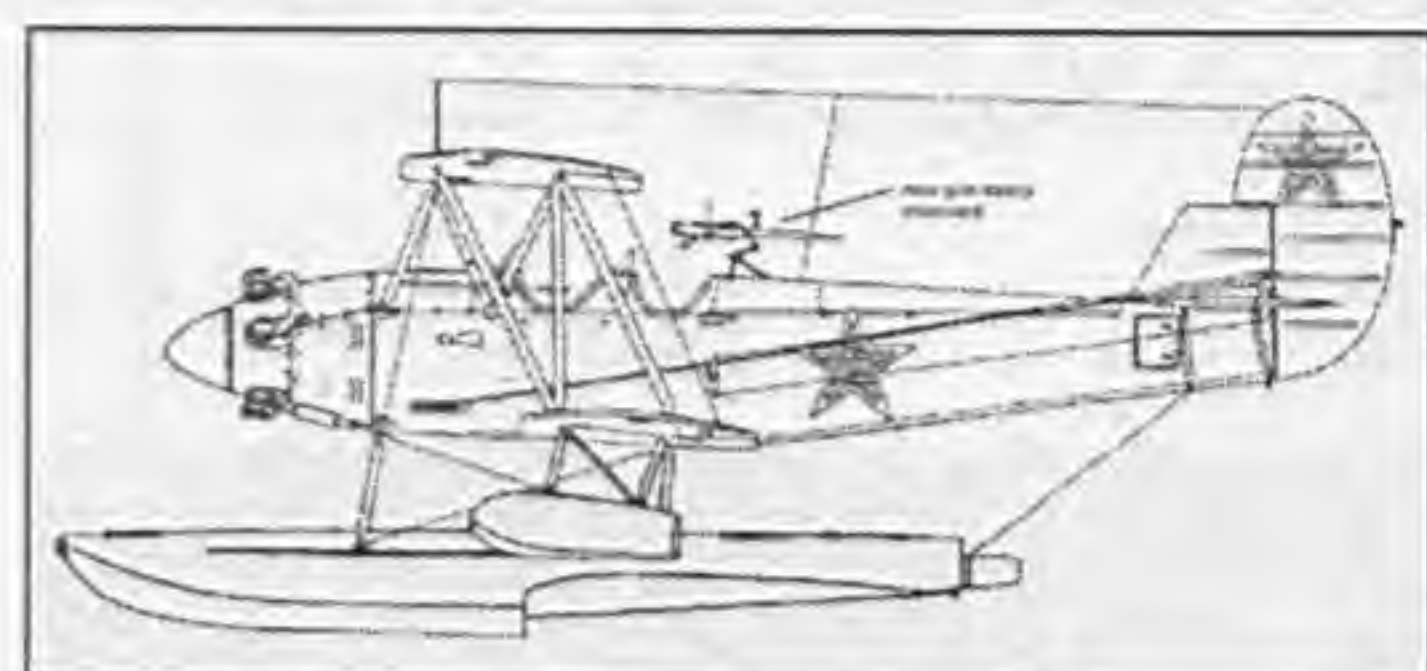
I am therefore afraid to say that, from my experience, it is not a kit I would recommend. It is certainly not for the novice or intermediate modeller and even the more advanced modeller would need to lavish a lot of time and add a lot of extra detail to make this one stand out in the collection.

My thanks to RV Resin for the review sample.

Sydney Parker



Polikarpov Po-2



The Kit

All the major components are in vac-form on two large sheets of plasticard and the surface detail is of a high standard. There is a single sprue of plastic injection moulded parts mainly for the engine and exhaust assembly, gun etc., but these are of very poor quality and unless alternatives can be found I would advise choosing the option that limits the inclusion of these parts or hides them, as in the case of the Po-2M.

Technical Data

Manufacturer: Sierra Scale Models
Scale: 1/48th **Price:** \$TBA + Shipping
Type: Vac-formed and Injection Moulded Plastic
Parts: Plastic(Vac) 52, Plastic(Inj) 12, Options Floats, Wheels, Skis & Ambulance versions
Decal Options: N/A
Manufacturer: Sierra scale Models, 910 Indian Hills Drive, Elizabethtown, Kentucky 42701, USA Tel: 502 737 4437 Email: smodels@ekx.infi.net

The main parts, once cut out, are still quite thick, which I find an advantage as the model goes together much more like an injection moulded kit. However, the wings will need a lot of sanding back to give an acceptable leading and trailing edge thickness.

The Instructions

Three sheets of A4 green paper provide scale drawings and construction and rigging

notes, also colour descriptions for the four very different options and some excellent cockpit interior diagrams and drawings that would do Steve Benstead's notepad proud.

Construction

As with all vac-form kits, start by cutting out all the parts and clean them up. The cockpit area is well supplied with instrument and fuselage side panels and floor with injection moulded control columns. The seats however are of a 'bucket' variety and since the excellent cockpit drawings show a wire framed seat I scratch built a couple of these out of 22 s.g.w. and discarded the kit seats. It's amazing what you can get up to after getting back from church on Christmas night and your'e waiting for Santa to call - I was so engrossed I missed him completely! The interior I painted in Humbrol 121 (linen), and then picked out all the struts detail with my dark wood mix. The

seats were finished in medium grey with light grey 'cushions' and I added seat belts and other details from the spares box.

The next hurdle after the fuselage sides went together is the nose. I'd chosen the enclosed engine option to hide the engine and this requires the removal of the moulded nose so a new one can be added. Careful measuring from the scale drawings and cutting makes this easy but you will have to build up a mount for the engine inside the new nose out of scrap plasticard to get it to sit correctly. Assemble and paint the engine prior to enclosing the new nose around it. The wing struts and those for the floats are supplied but have to be cut out of the card sheet. They have a tendency to curl up during this operation and you still have to shape them. I tried one but was not satisfied with the result so scratch built them all from preformed plastic strips, again measuring the lengths from the scale

plans in the instructions. The rest of the construction of wings, tail and floats was simple, with a smear and a rub down of filler to hide all the join lines. Only a slightly enlarged fin has to be added for this variant and I glued an extra piece of scrap onto the flattened leading edge and trimmed to shape once dry, using filler to hide the join. Extra detailing for control surface wiring was added and as the instructions said that the rearward firing gun was rarely fitted I omitted this as it is poorly moulded anyway. I rigged the finished model with silk thread and built a 'home-made' launching trolley for it to stand on, from scrap.

Colour Options

There are four colour options, one for each of the variants buildable from this kit. The basic airframe on 'wheels' option has the Dark Green/Dark Brown camouflaged upper surfaces of a Po-2 in service with the Soviet 339 Liaison Aviation Regiment in 1945. The undersides are pale blue and the red stars appear on the underside, fuselage and rudder with the rudder tipped in yellow. The 'ambulance' version, which



features stretcher pods in the centre of each of the lower wings, has a similar finish to the one above and is again on wheels. The third version is on skis and the colour option is of an aircraft captured by the Finns on Dec 20th 1939. All upper surfaces are Dark Green and undersides again Pale Blue. The fuselage sports two horizontal stripes of yellow running the length

of the fuselage sides and similar yellow bands on the tips of the wings. Finally the float option, which I chose, basically because in my opinion it is the cream of the crop and has the added advantage of hiding the horrible engine moulding. For the Medium Grey upper surfaces I used Airfix M2 (Yes I did say Airfix) and for the Light Grey undersides and floats Humbrol

127. The bottoms of the floats were painted black and I finished the job off with a mahogany prop. Russian stars came from the spares box and a coat of matt varnish sealed the lot in.

Decals

There are none supplied with this kit.

Conclusion and Recommendation

With some extra effort and detailing this makes up into a very nice model straight out of the box. There is plenty of scope for additional detailing and scratch building and enough basic parts for almost any version, whether wheeled or on skis or floats, of this much utilised airframe. I really enjoyed building it.

I would think it falls within most modellers' capability, that is why I would recommend it to all. The float plane version does build into a sizeable model for a biplane in this scale.

Recommended.

My thanks to Sierra Scale Models for the review sample.

Dan Claxton

PZL An-28RM Bryza



Technical Data

Manufacturer: Broplan
Scale: 1/72nd **Price:** £TBA
Type: Vac-formed & Injection Moulded Plastic
Parts: Plastic (Vac), 46 Plastic (Inj), 28 Clear 3
Decal Options: 1
Manufacturer: Broplan, ul. Pilotów 10G/33, 80-460 Gdańsk, Poland

The Kit

All the major components are vac-formed from white plastic sheet and once cut from the sheet and cleaned up are very thin and flimsy and looked tatty, especially the wings. The surface detailing and panel lines are engraved but of varying thickness and depth dependent on the thickness of the plastic beneath. Wheels and props and other small items are injected on a sprue. The mouldings are not particularly good and all of the wheel centres were offset. Transparencies are supplied in vac-form for the cockpit area and all side windows.

The Instructions

A single sheet of A4 gives an adequate part-finder guide and construction information in the form of exploded drawings. A very large and detailed drawing of the instrument panel is included but don't go overboard on this as it is barely visible through the cockpit windows. The flip side gives underscale third angle projections of the aircraft and colour notes, in Polish and some English, with Humbrol paint numbers thank goodness.

Construction

Once all the parts are cleaned up the first job is to cut out the windows. Use a very sharp knife and a lot of patience as the side walls of the fuselage are paper thin, using the vac-form windows as a cutting guide rather than the markings on the fuselage sides. Two of the windows are domed so keep checking the fit during this operation. Fix the windows in place with PVA glue. The cockpit was removed entirely, as the instructions suggest, rather than cut out each window. The interior is well supplied with seats, tables and a cabinet that I can only think is a loo, and all these parts fit onto the grooved floor and between the bulkheads. The cockpit is similarly treated and the only enhancement needed were seat belts. I chose an interior scheme of mainly light grey with red seat cushions. Add a fair lump of weight in the nose before closing the fuselage halves as the main undercarriage on this aircraft is quite near the front end and there is a lot of tail. The wings come in four pieces of which the upper starboard and lower port sections are two-thirds of the overall span to give the wing some strength once glued together. However, again the pieces are very thin and crush and flex easily. I fixed a length of balsa sheet to act as a main spar to try and overcome this problem with some success. The wing joints are a poor fit as are the two-part engine nacelles, which are split vertically. In fact a lot of filler is required around all the major components as they do not fit together well at all, the tail assembly being the sole exception. Once all the filler has been sanded to shape and all joints removed, rescribe the panel lines, but use a bluntish instrument so as not to inadvertently cut through the kit body. At this point I fitted the cockpit canopy with PVA glue and then masked off the windows with Maskol before giving the whole model a coat of white primer, followed by Holts Arctic White. The rest of the kit was

hand painted and home-made decal stripes applied before the details were added. The main undercarriage legs do not have axle lugs for the wheels, I had to drill holes and manufacture some from scrap. The other details are just superglued into position but due to the thinness of the kit body I had a heck of a time trying to keep the nose wheel on the kit, I must have knocked it off every time I picked it up!

Accuracy

I have to confess that I have never come across this machine prior to the kit arriving and could find precious little about it save one photo. The kit looks about right according to that photo and measures out very accurately to the span of 22.06m and length 12.89m given in the instructions. My model ended up 307mm in span and 175mm long.

Colour Options

One only, that of an aircraft of the Polish Maritime Patrol and Reconnaissance Squadron in 1994. All upper surfaces are gloss white but all underside surfaces are Medium Blue (Humbrol 89). The cheat line is French Blue (Humbrol 14) and the wings leading edges are finished silver. Odd details include an off-white radome, black anti-dazzle panel, red wing tips and dark green wheel hubs.

Decals

The decals supplied give Polish national insignia and aircraft identity numbers for two different machines and a lot of 'ground crew instructions' but no cheat lines. They do supply the door lining and part of the cheat line that runs across the door which I thought would be good as a guide to then hand paint the rest of it, until I came to apply them and realised they are undersized! This led me to wonder about the size of the other decals, but as I only had one single picture of this aircraft, and that was a black and white Aeroflot machine, I cannot comment on this. The decals themselves adhere very well to the gloss finish but are quite brittle and have a tendency to break if manoeuvred too much once on the model.

Decal Rating = 4/10

Conclusion and Recommendation

I wasn't impressed with this kit overall. It requires a lot of additional effort to make an acceptable model but at least the basics are there. I cannot recommend it to beginners as it would deter them from vac-form modelling for life, and find it hard to recommend it in general. If you can't source another model of the Ant-28 then this will have to be the one. But I didn't enjoy building it and in the end found it a bit of a chore.

My thanks to Broplan for the review sample.

Dan Claxton



Fairchild Swearingen Metro III



Technical Data

Manufacturer: Broplan
Scale: 1/72nd **Price:** £TBA
Type: Vac-formed & Injection Moulded Plastic
Parts: Plastic (Vac) 34, Plastic (Inj) 32, Clear; 3
Decal Options: N/A
Manufacturer: Broplan, ul. Pilotów 10G/33, 80-460 Gdansk, Poland

The Kit

Three sheets of vac-formed parts constitute the main components and these are supplemented with a couple of injection moulded sprues with all the wheels, propellers and undercarriage legs. There are vac-form transparencies for the cockpit area and moulded side windows. There is very little surface detail, but that is true of the original, but all the parts are paper thin once cut out which can make construction difficult.

The Instructions

One sheet of A4 give Broplan's normal part finder guide and exploded drawings for the location of all parts during construction. The other side has underscale drawings and colour notes for the single option.

Construction

Cut out all the vac-form parts as normal and begin with the windows on the fuselage sides. Using a knife and file cut out each of the nine windows on either side and check the fit with the transparencies. This done the windows can be fitted using PVA glue. The cabin interior is sparse and consists of just a floor and bulkheads. The door into the cockpit area is shown as open in the kit instructions, but I closed mine off and painted the cabin interior black as there is little to be seen in there. The cockpit consists of floor, seats and instrument panel, but the two control columns had to be made from plastic rod. These come out from the panel and not up from the floor as illustrated. The interior colour was generally light grey and I gave the seats red cushions and added blue seat straps. Don't forget to add weight to the nose before closing the fuselage halves. There is an option to model the access door open, but since there is no cabin interior detail I could see no point. The tail assembly, including the rear portion of the fuselage, is separate and butting the two together proved difficult as the fuselage walls are so thin. I made a tube of plasticard that fitted tightly inside the fuselage and joined the two halves over this, covering the join with filler. Filler is needed in large quantities around the wing to fuselage joints and the engine to wing joints. Once the main body was rubbed down and smooth I masked off all the cockpit and side windows with Maskol and sprayed with white primer, then overall with Hols Arctic White to a high gloss finish. The wheels and props were fixed in position

with Superglue. The prop blades are separate items and I glued these in the 'feathered' position. I found the nose wheel leg a little short and had to make a longer one to allow the aircraft to sit level and ensure the propellers would clear the ground.

Accuracy

The kit looks good when on its pegs and is accurate in span at 241mm (17.3m). My one ended up a bit short in length, but that is probably my fault as I didn't measure the overall length when I was joining the rear fuselage assembly. Mine measures out at 248mm, which is 1.5m short according to the dimensions given in the instruction, which is stated as 18m. I'm calling mine a Metro II!

Colour Options

One given in the instructions for a couple of Swedish Air Force machines in overall white with a blue lower fuselage. But as no decals were supplied with my kit and I used up all

my spare Swedish insignia on the recent review models of the Waco and Fairchild, I decided on a civil airline finish of all white fuselage and silver wings of a Crossair machine that I spotted in Switzerland. The model still awaits the airline logos.

Decals

There are no decals supplied with this kit.

Conclusion and recommendation

Not bad, but the construction job is made difficult by the paper thin mouldings. I wish Broplan would use thicker plastic sheet to start with and that applies to some other vac-form manufacturers also. As a result the kit is not really for the beginner but with work and some filler makes a fair model of this sleek attractive modern feeder airline.

Recommended.

My thanks to Broplan for the review sample.

Dan Claxton



EAST MIDLANDS MODEL SHOW 98

SUNDAY, 26th APRIL, 1998

10am - 4.30pm

The Leisure Centre
HINCKLEY
Leicestershire



Large Open Competition
with 20+ Classes (25p per model entered)

Many Trade & Club Displays

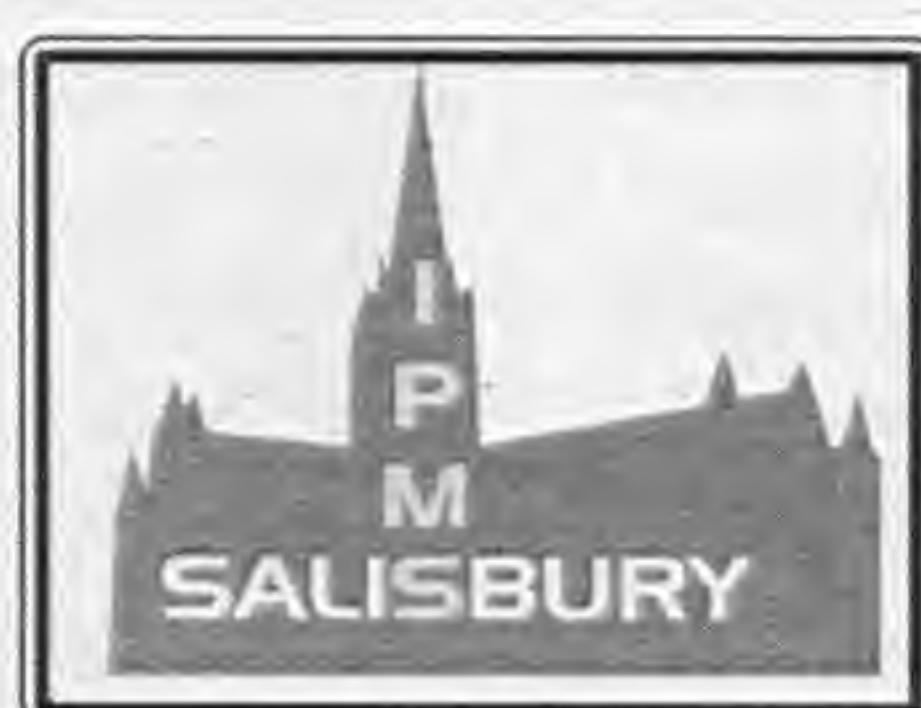
Refreshments & Bar

Free Convenient Parking

Easy Disabled Access

**Entry: £2.00 Adults
£1.50 Child & OAPs**

For Information Call Gordon Upton : 01455 230952 (Shop Hours)



AIRCRAFT

CARS

A.F.V'S

BUSES

THEY ARE ALL AT
THE

SALISBURY MODEL

SHOW

SATURDAY, JUNE 6TH.
WYVERN COLLEGE,
LAVERSTOCK,
SALISBURY.

10 AM TO 4.30 PM

FIGURES

ADMISSION £1 ADULTS, 50P CHILDREN.

FURTHER DETAILS FROM THE SECRETARY,

PETER JAMES.

"LOTHLORIEN", 18, ILYNTON AVENUE,
FIRSDOWN, SALISBURY. SP5 1SH

Dassault Mirage III O



Technical Data

Manufacturer: High Planes Models
Scale: 1/72nd **Price:** £TBA
Type: Limited Run Injection Moulded Plastic, White Metal, Resin & Vac-formed Clear.
Parts: Plastic 41, Resin 7, Metal 11, Clear 2
Decal Options: 3 (No. 75, 76 & 79 Sqn. RAAF)
Manufacturer: High Planes Models, 127 Wheeler Street, Corryong, Vic 3707, Australia
 Tel: (060) 76 1961 Fax: (060) 76 1843

The Kit

This is a multi-media kit, containing plastic, resin and white metal parts. It comprises 41 plastic parts moulded in light blue with 7 resin parts and 2 vac-formed canopies.

The main plastic parts come with very finely recessed panel lines, however most of the smaller parts have a lot of flash to clean off. The resin and white metal parts are all cleanly moulded with a very good level of detail.

Instructions

The instructions are contained on two double sided sheets of A4 paper, one side of which gives written construction notes,

while another gives some very basic construction illustrations. The other sheet contains some excellent detailed drawings of the undercarriage and cockpit areas. The last side gives information and illustrations of the colour options.

Construction

This started with the cockpit area which contains an excellent resin instrument panel and ejection seat. When the cockpit tub has been completed it is meant to be glued to the nosewheel bay. The instructions suggest some thinning of the parts is necessary to get a good fit, when in fact some quite heavy cutting is required to achieve a fit at all. The fuselage went together well, but again some whittling of the resin exhaust was required to get a good fit. When dry fitting the wings I found thinning of the mating surfaces was needed to get a good fit, I also found the port lower wing was fractionally shorter and therefore needed some filling. The wings fitted the fuselage quite well with just a slither of filler required to hide the join, but the air intake and splinter plate needed a lot of filling to get the finish I wanted. The construction then moved onto the smaller parts such as the undercarriage doors which were well detailed but did need cleaning to remove the flash. The undercarriage itself was very well detailed in white metal with nice resin wheels.

The kit also comes with some extra parts which there is no explanation for, including two extra noses one of which looked like a

Kfir and a set of canard forplanes. (These parts are all for the Atlas Cheetah, which is due from High Planes very soon- Ed)

Accuracy

The Australian Mirage III O was based upon the III E airframe which had a length of 49ft 4in and a span of 27ft, as quoted in the 'Modern Combat Aircraft No. 23' on the Mirage. The model measures out with a length of 50ft 9in, but I do feel that it's the pitot tube that's too long. The span is 27ft 2in which is very close to the original. The model certainly has the correct look about it.

Colour Options

The model comes with three options, all for the RAAF, these being for Sqn No.s 75, 76 and 79.

I completed mine as a No. 75 Sqn. machine in an unusual two-tone grey scheme from the late 1970s for which I used Humbrol No. 156 and AeroMaster 9051.

The other options are for an overall Aluminium scheme for a No. 76 Sqn. machine and a overall grey scheme for a No.

79 Sqn. aircraft with a two-tone grey triangle across the aircraft's wings and fuselage spine.

Decals

A compact decal sheet comes with the kit, it has good colour opacity and minimal carrier film.

I glossed the kit with the new formula Xtracolour gloss varnish and used Micro Sol/Set on the decals with no adverse effects.

Decal rating 8/10

Conclusion and Recommendation

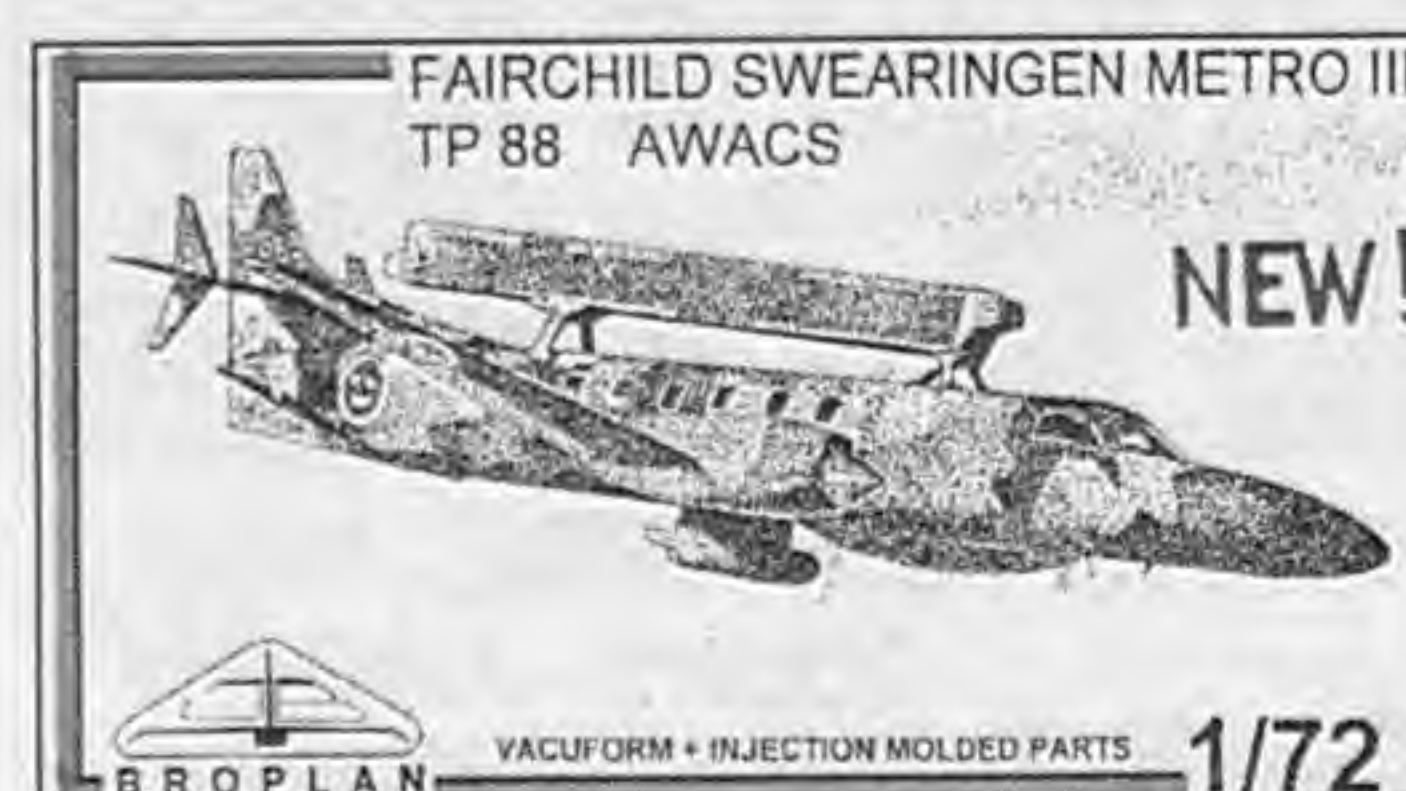
This kit is definitely not for the novice, having said that it was fun and interesting to build with more good areas of construction than poor. When completed it made an unusual and interesting addition to my collection. I think that as long as you go into this with your eyes open and a little patience you will enjoy it.

My thanks to High Planes for the review sample.

Stefan Good



Fairchild Swearingen Metro III TP88 AWACS



Technical Data

Manufacturer: Broplan
Scale: 1/72nd **Price:** £TBA
Type: Vac-formed & Injection Moulded Plastic
Parts: Vac 38, Plastic 42, Clear 3
Decal Options: N/A
Manufacturer: Broplan, ul. Pilotów 10G/33, 80-460 Gdansk, Poland

The Kit

This is a vac-form kit of the AWACS based on the Fairchild Metro series airframe carrying an Ericsson Erieye radar. The main components are white plastic, which could do with being slightly thicker for the main fuselage and wing parts. All panel lines are recessed but some are a little weak and require rescribing, which would be safer on thicker plastic.

Instructions

The instructions are one double sided A4 sheet. One side contains a series of plans with colour markings for a Swedish Airforce

aircraft, but no date or unit information. The colours are named with FS numbers and mixing details for Humbrol paints are also included. The other side has an exploded diagram, part location diagram and two detail views for the interior and main undercarriage.

Construction

This is fairly conventional vac-form practice starting with the internal floor and cockpit area. Surplus plastic from the sheets was used to strengthen the floor and undercarriage locations. The underfloor area forward of the wings was filled with lead as this aircraft would be a definite 'tailsitter' otherwise. The cockpit glass area and side windows all have to be cut out and the window apertures need to be reshaped slightly to fit the glazing correctly. The injection moulded parts are poor, being very brittle on large trees and with loads of flash. I broke several just getting them free and resorted to rebuilding the undercarriage details in wire. The propellers come as four blades which have to be fitted into the spinner, and this is fiddly. This spinners really need to be slightly longer and more pointed for the Metro III

Accuracy

The completed model is 248mm long with a

span of 240mm, whereas the dimensions I found in the 'Observers Book Of Aircraft' for a Metro III were 18.09m by 17.37m, which scales to 251mm by 241mm. The finished model is therefore very accurate and does look correct.

Colour Options

Only one colour option is given on the instruction sheet for a Swedish Air Force machine in a three colour scheme, but no unit or date details are given. The diagram shows only basic number positions, so further research was required and this is where the problems began. I could find no details of this aircraft as Swedish Air Force AWACS are an Ericsson Erieye radar mounted on Saab 340 airframes, also these

are in low-vis grey schemes. I still cannot find details of this aircraft so I have not progressed beyond the grey primer.

Decals

No decals are included and this is a shame as Swedish decals are hard to come by, although I still have reservations about the aircraft.

Conclusion & Recommendation

Overall this kit is not one for the vac-form novice, but can be recommended for the more adventurous modeller. I do have reservations about the aircraft itself as I have no reference to it, however the basic Metro III is more widely used and as you have to find your own decals anyway you could build it in a more suitable scheme.

My thanks to Broplan for the review sample.

Paul G. Gilson



Tupolev Tu-2



Technical Data

Manufacturer: Encore **Scale:** 1/72nd
Price: £15.95 **Origin:** ICM
Type: Injection Moulded Plastic
Parts: Plastic 102, Clear 8
Decal Options: 3 (1 Polish, 2 Russian)
Manufacturer: Encore, Squadron Products, 1115 Crowley Drive, Carrollton Drive, Texas 75011-5010, USA
UK Importer: Pocketbond Ltd, Tel: 01707 391509 Fax: 01707 327466

The Kit

Injection moulded in soft dark green plastic, this Tu-2 is more like a limited run kit with largish trees and quite a bit of flash. The plastic was also covered in a greasy residue that took two washes to remove. Even then the plastic had a waxed feel but took the liquid poly glue well enough.

Instructions

The instructions are on four sides of A4, comprising an historical and technical

outline, layout of parts, exploded assembly diagrams and finally painting diagrams. The colours are given by FS numbers and Humbrol paint numbers.

Construction

Construction was very straightforward, beginning with the cockpit, which has limited internal detail, and therefore plenty of room for the keen modeller to add much more detail which would be visible under the larger canopy. The parts, after washing, generally fitted very well. The fuselage halves were slightly bent and needed to be glued in stages to get a good straight fit, whilst wing spars are fitted through the two halves as these are put together. The moulded locating pins and location holes were poorly defined, some don't fit and others miss their mark, so I trimmed these all off. The bomb bay and undercarriage doors come as one item and need to be cut if fitted in the open position. Beware, the cut line gave two unequal parts. The undercarriage looked delicate but was actually stronger than expected once assembled.

Accuracy

The completed model measured 192mm long with a span of 263mm, which scales out to 13.82m by 18.94m. This is slightly overscale as the dimensions given on the instruction sheet are length 13.8m and span 18.86m, but quite acceptable in this scale.

Colour Options

Three colour schemes are given on the instruction sheet. These are A. Pushkin CO 88 BAD (Bomber Division) 1945, the Pacific Fleet Air Force, November 1946 and a Polish Air Force aircraft of 1952. Aircraft numbers are given in red and white on the decal sheet and the colour schemes show these as alternatives but with no details as to when these were used. I opted for No.100 in red from the 1945 scheme as this was the closest to the photographs I found.

Decals

Basic decals are provided for all three schemes comprising insignia and aircraft numbers in red and white. The decals are good and left very little carrier film showing which disappeared under a light coat of varnish. They adhere well and have good

colour density, so none of the underlying paint shows through. MicroSol had no effect though when I tried to fit the tail stars over the angled rudders.

Decal Rating = 8/10

Conclusion and Recommendation

At £15.95 this kit does appear a bit expensive when compared to others of this size, but it is the only Tu-2 I know of. I would therefore recommend this to anyone interested in Russian aviation who is prepared to put some work into cleaning and fitting parts. And although it lacks super fine detail it could form the basis of a good model with some research and detailing.

My thanks to Pocketbond for the review sample.

Paul G Gilson



Sopwith Camel



Technical Data

Manufacturer: Blue Rider
Scale: 1/48th **Price:** £19.99
Type: Limited Run Injection Moulded Plastic and Pewter
Parts: Plastic 30, Metal 25
Decal Options: 2
Manufacturer: Blue Max, Lancaster House, PO Box 50, Whitstable, Kent, CT5 2UX
 Tel: 01227 277569 Fax: 01227 770195

The Kit

Blue Max give the option of building two very different marks of this famous WWI fighter from the same kit and as a consequence there are a lot of 'extra' bits. In fact at first glance, I thought the manufacturer had made a mistake and I had got two models in the same box. The grey plastic parts are to construct the Naval 2F1 version and there are additional fuselage halves, lower wings, upper wing centre section and a different shaped propeller, finished in white plastic for the F1 RFC/RAF version. Most of the interior, the

engine and its cowling plus the armament, are supplied in white metal and the struts are made from a single strip of oval plasticard that is now normally supplied with Pegasus/Blue Max models for this purpose. All the moulding and surface finish is of a high standard and the whole kit is presented in a highly decorated box with some fine artwork on it.

Instructions

A single A4 sheet gives exploded diagrams for part orientation and the usual well detailed colour notes and paint cross references. There are black and white photos of the finished model in both versions, but some extra reference material would be helpful during construction and painting and I found the Warpaint article in Aviation News Vol. 5 No. 23 of April 1977 very useful. There is however an awful lot of info on this popular aircraft available in print, so this should not be a problem.

Construction

To make the kit from the box is quite straightforward. The interior is always tackled first and is extensively equipped. There are adequate colour notes for this section in the instructions so I won't go over them here, but all parts should be painted before anything is fitted together, as the cockpit area gets quite crowded. I would also do several dry run checks for fitting as I found the floor and instrument panel needed some trimming to fit snugly and to allow the fuselage halves to close around them. Also check the fitting of the Lewis guns and the fuselage top as the breeches of

the guns pass through the instrument panels and will prove difficult to fit at a later stage if the alignment is out. The engine comes in ten white metal parts consisting of the crankcase and the nine cylinders. The pipe fitted to the cylinders goes to the rear when fitting. I mention this as the instructions are unclear. I used Superglue very sparingly when building the engine and did a dry run with the engine cowling to ensure a proper fit. I had to file away some of the cylinder heads to achieve this. The rest of the construction is without fuss and a little filler was only required on the joins of the top wing. One word of warning though, check carefully that you use the correct wing parts and cut the struts to the correct sizes during construction or you could wind up with a strange looking beast. The 2F1 had shorter wings with a greater distance between the upper and lower wings than the F1, but in both examples the upper and lower wings matched one another in span.

Accuracy

The finished models 'look' like Camels and

the dimensions of 177mm in span for the F1 and 170mm for the 2F1 and 117mm in length for both machines mean they are dimensionally accurate.

Colour Options

There is a single option for each variant. The F1 features the recently rediscovered and more accurate scheme of Captain Roy Brown's machine, serial B7270 of 209 Squadron RAF in April 1918 with its bright red nose and tailplane and white elevators, that brighten up the normal drab PC10 and linen finish of British WWI machines considerably. The 2F1's Camel option is a machine assigned to HMS Furious serial N6602 again in April 1918. This machine also has the PC10 and linen finish with a Battleship Grey nose and white 'diamond' stripe on the fuselage sides. I used the kit option for the 2F1 and used Humbrol 121 for the linen undersides, Humbrol 103, RFC Green for the upper surfaces. The instructions note that the 'PC10' mix used on RNAS machines had a greener hue than that used on RFC machines. For the nose I used Humbrol 126 and all the plywood



areas were painted with a mix of Humbrol Gloss 9 (Tan) and Humbrol Matt 121. Having already built both versions of this kit, for the F1 I wanted a contrasting finish and opted for a scheme I saw on a beautifully restored Camel that resides in the US Naval Museum in Pensacola on a recent trip to the USA. Undersides are again Linen (Humbrol 121) but the top surfaces were Light Grey (Humbrol 127). All the struts and the plywood surfaces around the cockpit were finished in PC10 (Humbrol 103) and the engine casing in Nissan Silver, although the restored machines looks like polished chrome! The

Navy stars came from the spares box and appear in the four wing positions but the sides are adorned with USS TEXAS in white and these were hand painted.

Decals

These are super, well printed and thin enough to allow easy moulding over surface detail. The only 'problem' I found was with the diamond stripes on the 2F1 fuselage sides. These are large decals and to trim them back to the edges of the white strips makes them prone to breaking, luckily they did not silver when applied to the gloss finished surface. They also appear a little

too long for the fuselage sides and the instructions are unclear as to whether the stripes start on the green fabric surfaces or carry on half way over the plywood surface. To me the latter looked untidy and knowing the Royal Navy's devotion to things being 'ship shape' I trimmed them off at the edge of the green surface.

Decal Rating = 10/10

Conclusion and Recommendation

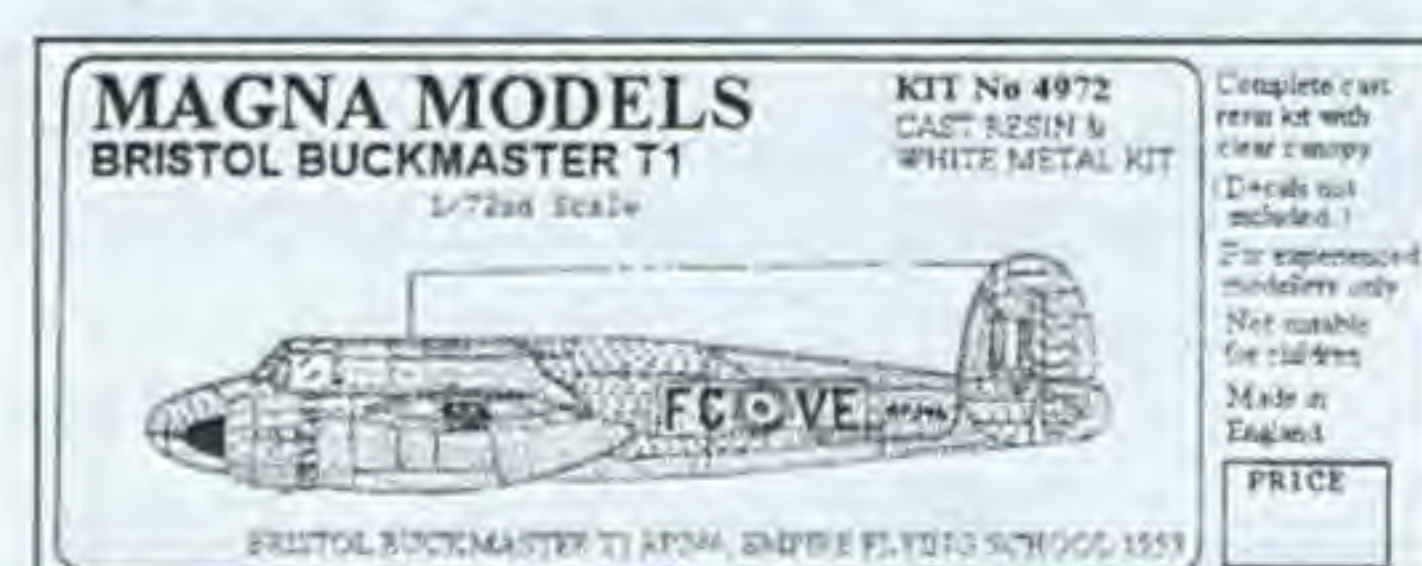
I really enjoyed building these models and to be able to get two very nice looking Camels out of one kit with a few hours scratch building was an added bonus. Their

construction is simple with care, but beware if you rush it. Now see if you can spot which one is pure Blue Max kit and which has all the spare bits.

Highly recommended to all. This has something for everyone, whether experienced or if you wish to break into the specialist kit market after doing your apprenticeship on Airfix kits. The end result is a fine model of an aircraft that the American guide in Pensacola claimed "was a fine machine in the hands of a skilled pilot but killed as many Allied airmen as it did Germans!"

Dan Claxton

Bristol Buckmaster T.1



Technical Data	
Manufacturer: Magna Models	
Scale: 1/72nd	Price: £25.95
Type: Resin, White Metal & Vac-formed Clear	
Parts: Resin 13, Metal 26, Clear 2	
Decal Options: N/A	
Manufacturer: Magna Models, England	

The Kit

Initial impressions are of a hefty weight of resin components together with a substantial number of white metal accessories. Indeed the sleeve and tray type kit box is somewhat insubstantial for the contents.

Resin components consist principally of two fuselage halves, tailplane with separate handed fin/rudder units, reasonably detailed cockpit and floor unit, both wings complete except for two separate engine cowlings, two resin spinners and a pair of main 'weighted' undercarriage wheels.

The white metal items, separately packed, comprise undercarriage legs and tail wheel units with separate doors, eight propeller blades to fit into the resin spinners, an instrument panel and aerials. All items need some tidying up but in particular the undercarriage doors and propeller blades exhibit, in my opinion, too great an amount of roughness and surface pitting and require a fair amount of tidying up and filling. Included in the kit are two quite clear vac-formed canopies. This provision of a spare being a much

appreciated gesture.

Instructions

These consist of three, double sided, A4 sheets containing detailed assembly notes and diagrams. A potted history of the type together with six separate side views, giving alternative markings, colour schemes and typical individual aircraft histories. A valuable layout plan of the kit components together with a three view 1/72nd scale set of drawings indicating where everything goes and additional fine detail to be added by the modeller if so desired.

Construction

Resin kits largely consist of 'finished' components and assemble quickly, any problem areas tend to centre on the requirement to use superglue and to position the component meeting surfaces correctly first time. The purchase of a gel type of Superglue is advised to give a little more time in this respect.

Detailed painting of the cockpit unit and insertion into a fuselage half, joining of the fuselage halves, assembly of tail unit, wings, cowlings, propellers and undercarriage and you are largely there. By now you will appreciate that the joining together of the fuselage halves and then the wings to the fuselage are the stress areas when using instant glue, persist and it will come right. Rubber bands to hold the fuselage whilst inserting instant glue on a long pin will assist immensely.

A degree of rubbing down joints and a modicum of filler and you are ready for the undercoating and painting and any modeller tackling this kit will not need guidance on this operation. As commented on recently in the review of a resin biplane

model, some types of joints in resin kits need location points marked, be they holes or pegs or both; the kits are expensive and the glues too instant for this requirement to be left unattended.

Accuracy

The Buckmaster T1 had a span of 71' 10" and a length of 46' 5". The completed model dimensions scaled up for full size comparison are, wingspan 71' 9" and length spot on. My authority for the full size aircraft dimensions is 'Aircraft of the Royal Air Force' by Owen Thetford (Putnam).

Colour Options

You are spoiled for choice here, with six alternatives, ranging from Dark Earth/Dark Green upper surfaces and yellow undersurfaces, all over silver with yellow training bands to all over silver with white top and blue cheatline. I selected this option based, as it was, at nearby Andover in Hampshire.

Decals

None are provided. Details are given of helpful Modeldecals sheets but this reviewer considers that at least one set of decals for one of the described aircraft is a minimal requirement. Sheets of decals, postal

charges, and high decal wastage into the spares box represents a high 'add on' cost.

I have used basic RAF markings from the spares box purely for the review.

Conclusion and Recommendation

The complete resin kit is an area full of ambiguities making difficulties in arriving at unbiased conclusions. This kit is no exception. Major components are finely detailed with recessed panel lines, yet the cockpit detailing lacks crispness. The wheel wells are reasonably tidy but are just cavities, an area in which resin 'add ons' excel. So should it be such an expensive kit? Already mentioned is the roughness of some of the white metal parts and I wonder if resin might have been a better choice? However modelling rarities such as this aircraft, which will probably never feature in a major manufacturer's list are the domain of resin manufacturers. This fact is reflected in the production methods and associated costings. If the subject is dear to you, then this kit, with patience and extra detailing, will probably fulfil your requirements, but for experienced modellers only...

My thanks to Magna Models for the review kit.

Sydney Parker



Thank You

Scale Aviation Modeller International would like to extend our thanks to REVELL, Binney & Smith (Europe) Ltd for the generous supply of paints and accessories from their extensive range.



Thank You

Scale Aviation Modeller International would like to extend our thanks to AeroMaster for the generous supply of paints from their "Warbird Color" and "Warbird Acrylic Color" range.



Thank You

Scale Aviation Modeller International would like to extend our thanks to Humbrol Ltd for the generous supply of paints and accessories from their extensive range.

Latest from Neomega

A number of new resin update sets have been released by this firm and they have all made their way to us via Parade Figures.



A-10 Thunderbolt II cockpit update set

Scale: 1/72nd **Set No.:** C17

Subject: A-10 Thunderbolt II

Type: Cockpit update set

Designed for: Italeri kit

Parts: 7 Resin

Price: £7.00

Unlike the Il-2 set, this one is quite self explanatory. The main resin piece is the cockpit tub and into this goes a neat little ACES II ejection seat, the control column and the instrument panel. The only other details offered in this set are two small sections for the sidewall and the upper decking, which is visible once the canopy is posed in the open position.

Scale: 1/72nd **Set No.:** C18

Subject: Ilyushin Il-2

Type: Cockpit update set

Designed for: Toko kit

Parts: 15 Resin

Price: £10.00

This set, although designed for the recently released Il-2m3 from Toko will also be suitable, with a little modification, for their forthcoming single seat Il-2. The main item is a new cockpit floor and central fuel cell. To this are added the pilot's seat, bulkheads, instrument panel, sight, sidewalls and control column. In the the rear gunner's position there is a new gun, sidewalls and even his seat 'strap'.

Scale: 1/48th **Set No.:** C16

Subject: Hawker Hunter

Type: Cockpit update set

Designed for: Academy kit

Parts: 8 Resin

Price: £10.00

This set comprises a new cockpit tub, complete with side consoles, a Martin Baker Mk 2 ejection seat, control column, sidewall details, instrument panel, rear bulkhead and the aft section in the canopy. The level of detail is excellent and the finesse of things like the rudder pedals has to be seen to be believed.



Hawker Hunter cockpit update set

Scale: 1/48th **Set No.:** C19

Subject: Sukhoi Su-17/Su-22M4

Type: Cockpit update set

Designed for: KP kit

Parts: 14 Resin

Price: £11.50

Although this set is just for the 'cockpit' it does also include an amazingly detailed replacement nose wheel well. For the interior you get a new cockpit tub, rear bulkheads with loads of piping, a K-36DM ejection seat, instrument panel, upper instrument panel coaming, control column and two excellent little sidewall inserts. The level of detail on this set is quite stunning and as I have seen at least three others sets for this kit to date, this one is right up there!



Sukhoi Su-17/Su-22M4 cockpit update set

Scale: 1/48th **Item No.:** E13

Subject: K-37 Ejection Seat

Type: Detail part

Designed for: Kamov Ka-50 and Ka-52

Parts: 1 Resin

Price: £2.75

This is the latest Soviet ejection seat and it is fitted to the Kamov Ka-50 and Ka-52 assault helicopters. This seat from Neomega is stunning, with all the harness moulded on so delicately. All that will be required by you is a touch of paint and careful washes to highlight the superb detail before it is fitted in the new Italeri kit (also to be marketed by Revell® in Europe).

Scale: 1/48th **Item No.:** E14

Subject: Martin Baker Mk 2 Ejection Seat

Type: Detail part

Designed for: Hawker Hunter, Canberra, Sea Hawk, Panther and Meteor

Parts: 1 Resin

Price: £2.75

This is another stunning seat from



Ilyushin Il-2 cockpit update set

Neomega. The level of detail is amazing and once again those beautifully fine seat belts are moulded on. As with the previous seat, it should be noted that Neomega do not cheat you, as the entire seat is there and the detail is just as good on the back, as the front. In many ways I wish Neomega would consider making these in say 1/8th scale, so we could have them as desk ornaments, they are THAT good!



The K-37 ejection seat for the Kamov Ka-50 and Ka-52

The Martin Baker Mk 2 ejection seat which is suitable for the Hawker Hunter, Canberra, Sea Hawk, Panther and Meteor, amongst others



Please note that the Mk 2 seat, although suitable for the machines listed, was also used in a great many other machines in the 1950's, so additional reference material may pay dividends

Overall these products are excellent. The quality of the resin may put many off, as it looks a bit odd, but the level of detail achieved is very impressive. The only thing I would say is that the resin looks quite brittle, so be careful when handling it. One of the annoying things with Neomega sets is a total lack of instructions. This is fine if you know where everything goes, but not all modellers do and I am glad to say that all future Neomega sets will include instructions and notes.

Our thanks to Parade Figures for the reviews samples.

'Greif' it's an He 177 Detail Set from MAP!

Many of you may have come across the American company of Marine Air Products (MAP) in previous editions of this magazine, well they have recently released an excellent little (what am I saying!) detail set for the Combat Models 1/48th scale He 177 and it has made its way to us from them.

Scale: 1/48th

Subject: Heinkel He 177 'Greif'

Type: Update Set

Designed for: Combat Models kit

Parts: 50 resin, 5 Metal

Price: \$48.00

If you have ever seen the Combat Models 1/48th scale vac-form He 177 kit you will know it is big and a little basic. Vac-form does lend itself to interior details, but there are areas where other mediums will be far better. The main areas in this kit which would benefit from metal parts were the undercarriage and the cockpit interior, wheel wells, wheels, engine fronts and propellers could all have



These are the mass of resin and metal parts which will help you add detail (and strength) to the Combat Models kit.

done with being replaced in resin. This therefore is exactly what MAP have done. This new set comprises a mass of big parts and for the interior you get new crew seats, a complete resin insert for the cockpit area, rear cockpit bulkhead and even a bulkhead for inside the rear fuselage, complete with locating hole for

the new metal tail wheel yoke. Even a combined clear/resin tail cone is included and other resin details for the airframe include wheel well inserts, machine gun barbets, machine guns themselves, both tailplane and the vertical fin, the engine fronts, spinners and a full set of propeller blades. The final items in

this set are the white metal undercarriage legs (4) and tail wheel yoke, plus a complete set of main and tail wheels.

No He 177 would be complete without Hs 293 guided bombs under the wings or fuselage and to this end MAP have even included two of these weapons. Each comes in five pieces, plus a separate pylon and they should make up into excellent little renditions of the real articles once detailed a little further.

Overall this is a very good set which will add a new dimension to the old Combat Models kit. The release of this set will allow the more experienced amongst you to add the big 'Grief' to your collection and the combined price of this set and the Combat kit has just got to be cheaper than the £210.00 for the resin kit, which is due from MPM/HML before too long!

Our thanks to Marine Air Products for the review sample.

Information

Worldwide Enquiries: Marine Air Products, 7111 West Indian School Road #126, Phoenix, Arizona 85033, USA

Latest sets from Aires

This company is well known for its excellent resin and etched detail sets and a number of them have been passed to us for review by Four Plus UK. The packaging of these latest sets is far improved and they are of such excellent quality and presentation now, that I am sure that they will be even more attractive to the potential buyer.

Scale: 1/72nd **Set No:** 7023

Subject: Curtiss P-40N Warhawk

Type: Cockpit update set

Designed for: Hasegawa kit

Parts: 6 Resin, 18 Etched, 1 Acetate

Price: £3.45

This set gives you a new resin cockpit tub, with separate sidewalls, seat and control column. To these are added the etched seat harness, rudder pedals, throttle levers and etched instrument panel (with acetate backing film). Once this is added to the fuselage halves, the resin gunsight and etched head armour and headrest can complete the update.



4020: Avia S-199 - Etched components



4020: Avia S-199 - Resin components

Scale: 1/48th **Set No:** 4020

Subject: Avia S-199 **Type:** Cockpit update set

Designed for: Hobbycraft kit

Parts: 8 Resin, 38 Etched, 2 Acetate

Price: £5.60

This set offers a new resin cockpit tub, sidewalls, control column, gunsight and various levers, while all the other items come as etched brass. These include the instrument panel, complete with acetate backing film, trim wheel and chain, seat harness, canopy grab handles and head armour, rudder pedals and finally the rear head armour, if the type in the canopy is not fitted.

Scale: 1/48th **Set No:** 4022

Subject: North American F-86F Sabre

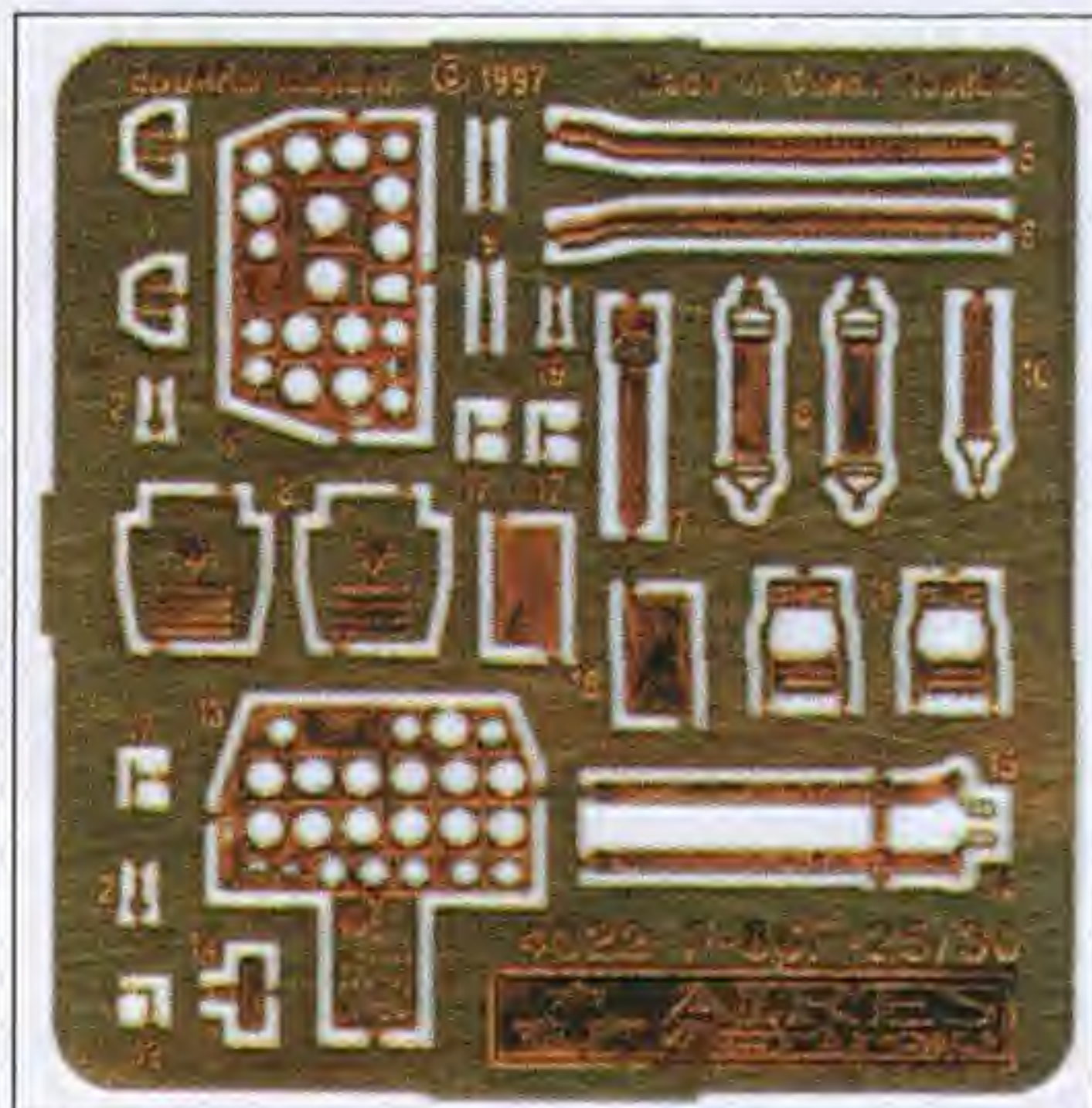
Type: Cockpit update set

Designed for: Hasegawa kit

Parts: 7 Resin, 25 Etched, 2 Acetate

Price: £5.60

The main pieces in this set are a huge resin cockpit tub with built-in side consoles. A resin ejection seat is also included and this has to be detailed with the etched straps and foot rests and the resin headrest. Two styles of instrument panel and acetate backing film are included and these are for the F86F-30 and the F86F-25 version respectively. The final items in this set are etched rudder



4022: North American F-86F Sabre - Etched components



4022: North American F-86F Sabre - Resin components

pedals, a resin control column, etched canopy sills and a neat little resin upper decking for underneath the sliding section of the canopy.

Scale: 1/48th **Set No:** 4027

Subject: Heinkel He 111H-4/H-6

Type: Cockpit update set

Designed for: Monogram kit

Parts: 24 Resin, 46 Etched, 6 Acetate

Price: £8.55

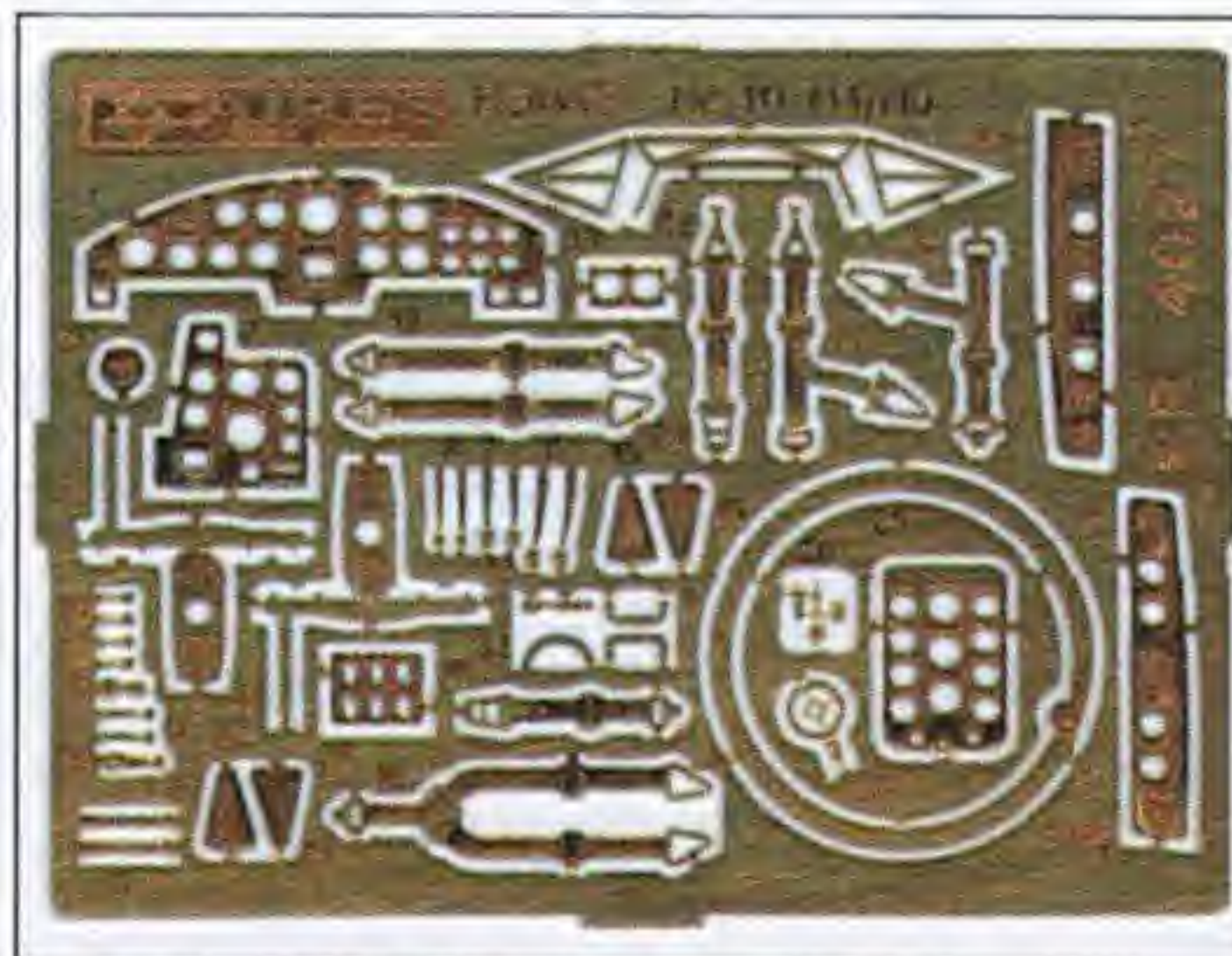
This is a stunning little update from Aires and it consists of a new resin cockpit floor, and excellent little pilot's seat, a replacement control yoke, new main, side and overhead instrument panels (with great wiring details coming out of the back/underside) and a new machine gun for the nose along with five 'saddle' type ammo drums. The etched parts consist of seat harness, rudder pedals, instrument and auxiliary panel fronts (complete with acetate backing film), nose gun ring, throttle and control levers, machine gun sights and canopy escape hatch handles. Optional instrument panels are offered for the H-4 and H-6 versions as well as the auxiliary panels which are only applicable to the H-6.



7023: Curtiss P-40N Warhawk - Etched components



7023: Curtiss P-40N Warhawk - Resin components



4027: Heinkel He 111H-4/H-6 - Etched components



4027: Heinkel He 111H-4/H-6 - Resin components

Set No: 4028

Subject: Messerschmitt Bf 109F

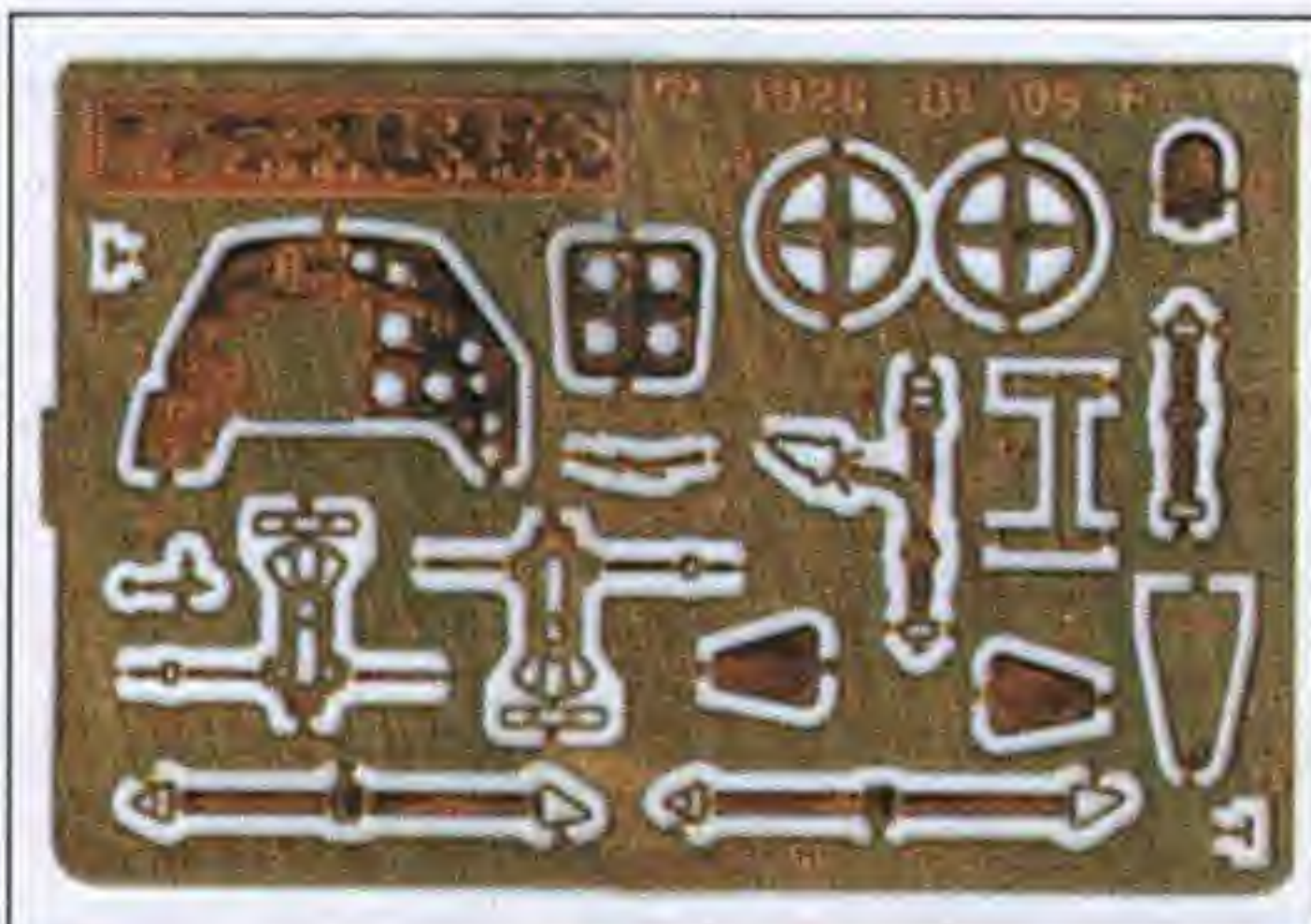
Type: Cockpit update set

Designed for: Hasegawa kit

Parts: 7 Resin, 16 Etched, 2 Acetate

Price: £5.60

As with the Avia, here you get a new cockpit floor, complete with seat pan, sidewalls, control column, gunsight, head armour and gun breach all in resin, the rest being etched brass. The etched pieces include the usual instrument panel and acetate film, trim tab wheel and chain, seat harness and rudder pedals. A nice touch is the inclusion of a clear section on the acetate film to reproduce the lens of the Revi gunsight



4028: Messerschmitt Bf 109F - Etched components



4028: Messerschmitt Bf 109F - Resin components

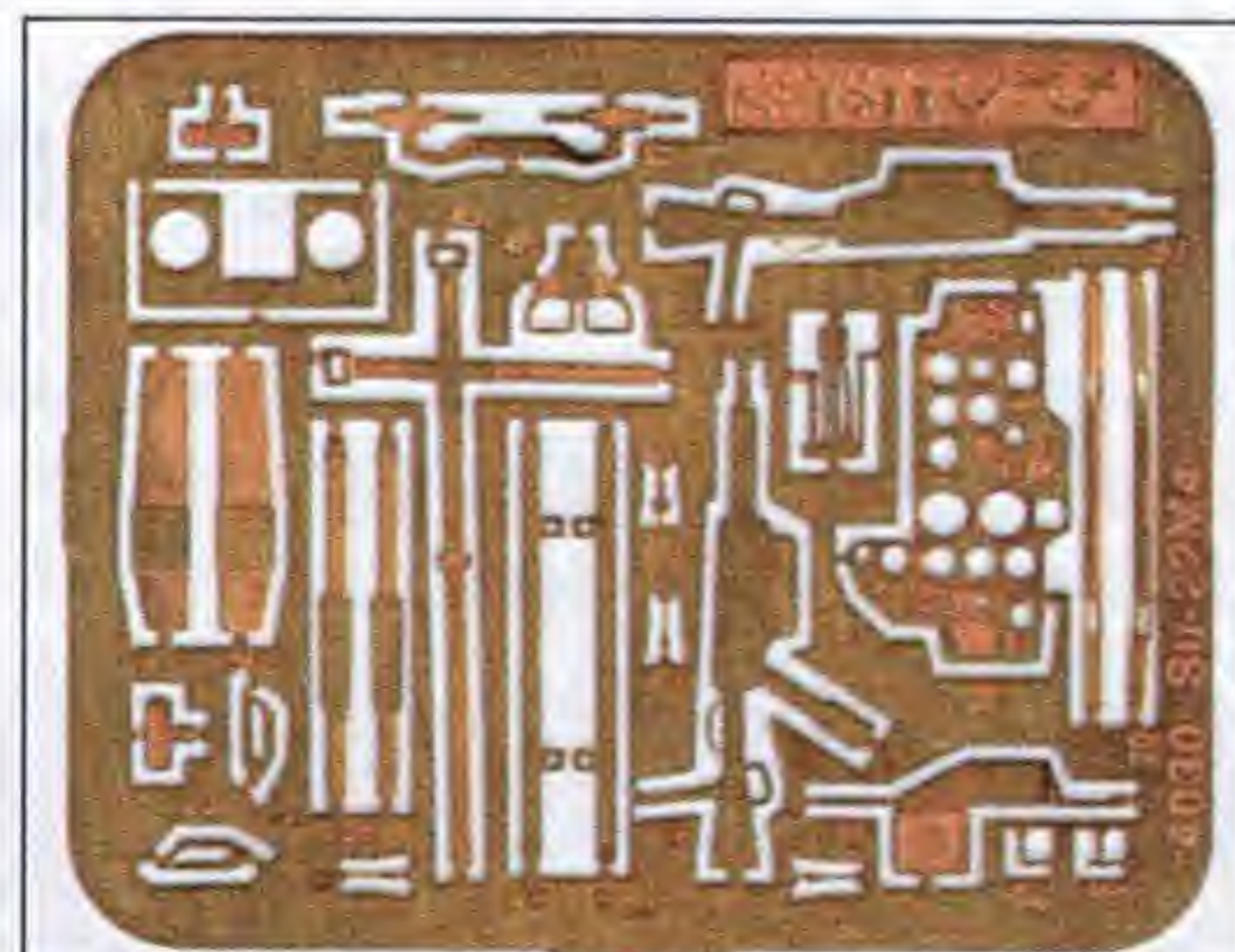
Set No: 4030 **Subject:** Sukhoi Su-22M4

Type: Cockpit update set **Designed for:** KP kit

Parts: 8 Resin, 25 Etched, 2 Acetate

Price: £5.60

The main resin component in this set is an excellent cockpit tub complete with side consoles and the rear bulkhead which is covered in neat pipework etc. The other resin parts which will go into this tub will be the new seat, control column, instrument panel backing and coaming and the upper insert below the canopy hinge. To these are fitted the etched seat straps, rudder pedal and bar, instrument panel and acetate film backing, canopy sills, HUD frame and a mass of



4030: Sukhoi Su-22M4 - Etched components



4030: Sukhoi Su-22M4 - Resin components

details for the canopy itself. Again a clear section on the acetate film reproduces the lens in the HUD.



4034: Messerschmitt Bf 109F - Etched components



4034: Messerschmitt Bf 109F - Resin components

Set No: 4034 **Subject:** Messerschmitt Bf 109G

Type: Cockpit update set

Designed for: Hasegawa kit

Parts: 7 Resin, 18 Etched, 2 Acetate

Price: £5.60

This set is basically identical to the Bf 109F set reviewed earlier. The resin parts comprise the cockpit floor complete with seat pan, sidewalls, cannon breech cover, head armour, gunsight and control column. The etched pieces are the seat harness, trim wheel, rudder pedals, instrument panel and glazed form of head armour

Overall these products are quite superb. I feel that the revised packaging is a great idea as the items are more visually appealing as well as being afforded better protection during transit. The level of detail in these sets coupled with the excellent value for money make Aires one of the best value accessory manufacturers there are. If you like the subject matter and want to add detail to any suitable kit, look no further than Aires.

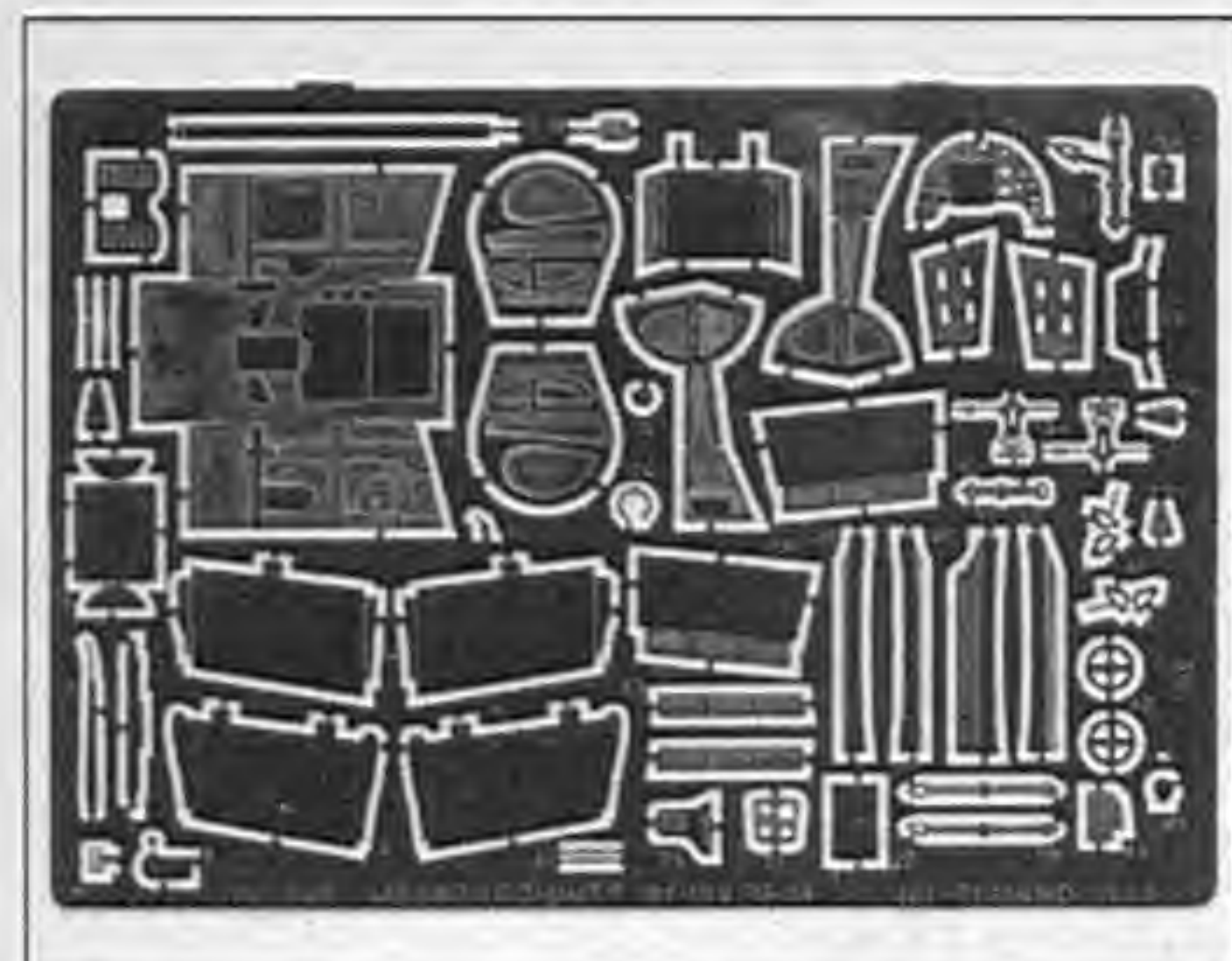
Our thanks to Four Plus UK for the review samples.

Information

Worldwide Enquiries: Aires Hobby Models, Cepiroby 115, 434 01 Most 1, Czech Republic

Latest from Eduard

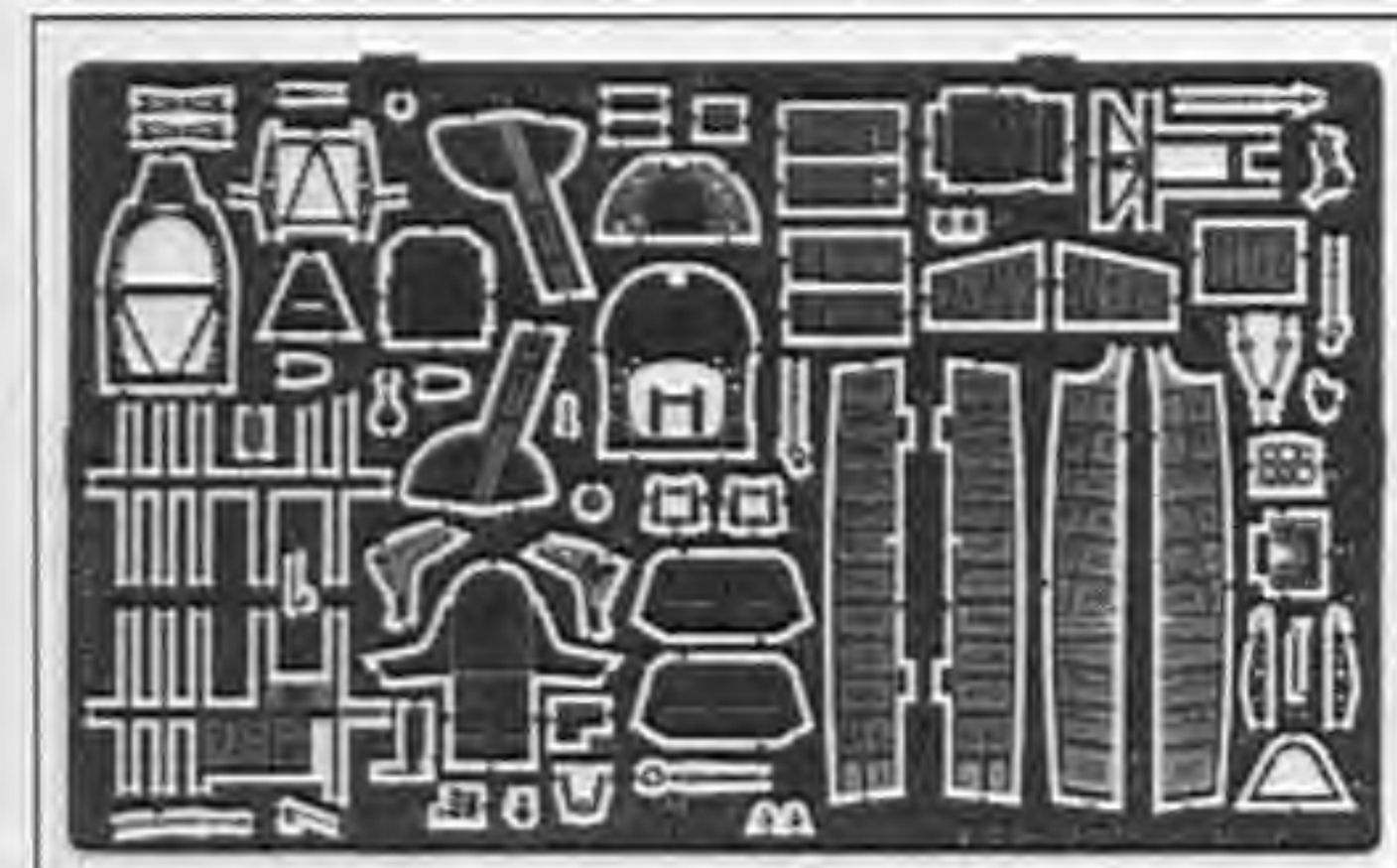
As usual, this firm have been very prolific of late and a large number of new sets have been passed to us by Four Plus UK. There are no fewer than 14 in 1/72nd scale, 12 in 1/48th and two in 1/32nd.



72-232 - Messerschmitt Bf 109G-14

Scale: 1/72nd **Set No:** 72-232
Subject: Messerschmitt Bf 109G-14
Type: Update set
Designed for: Hasegawa kit
Parts: 55 Etched, 3 Acetate

Price: £5.45
The usual areas of detail are offered in this set, namely a new cockpit insert with instrument panel (and acetate backing), rudder pedals, seat and harness. Externally there are the flash guards for each exhaust stack, the head armour for the canopy, wheel well inserts, separate radiator splitter flaps and the retaining strap for the 300lt. drop tank.



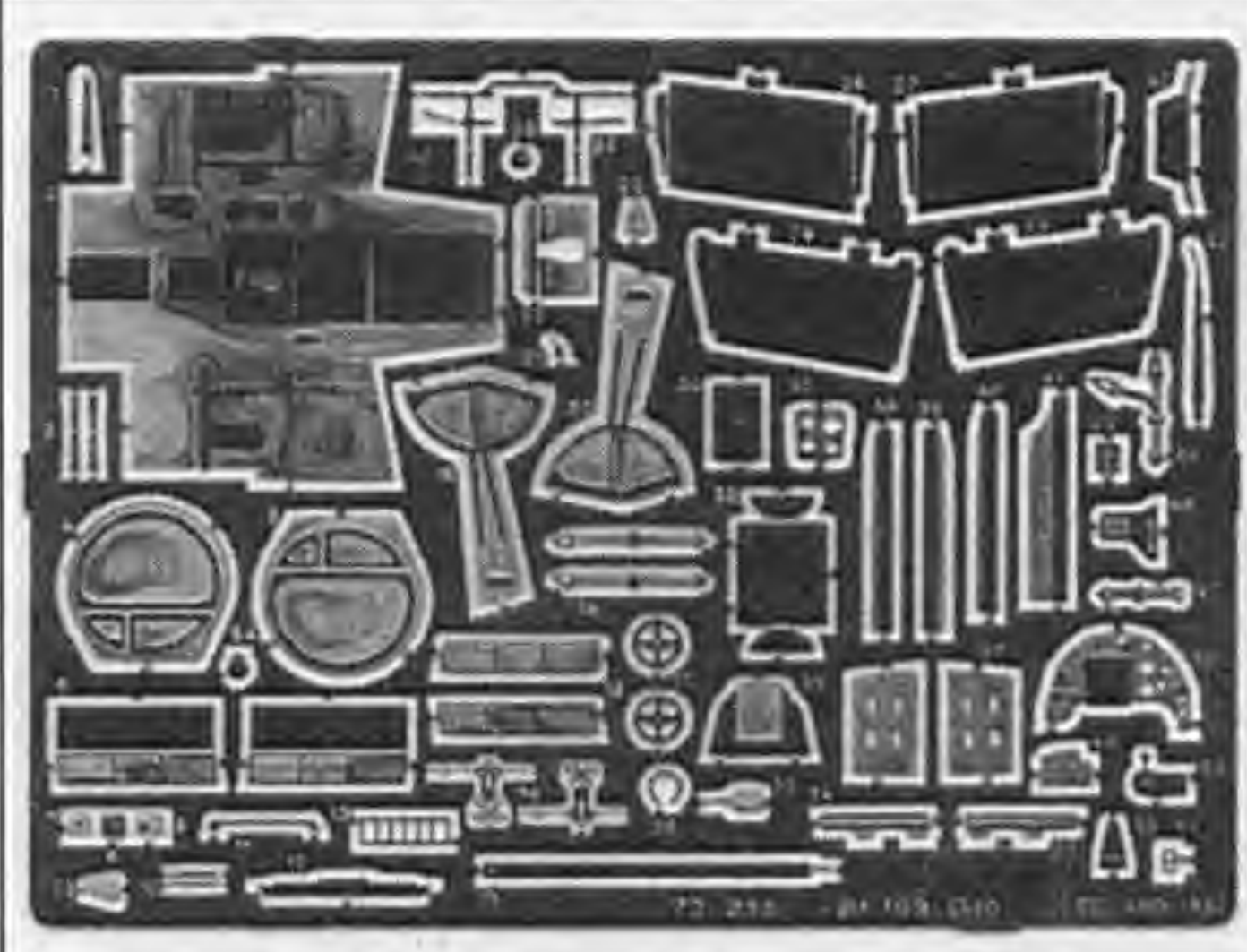
72-234 - Supermarine Spitfire Mk IX

Scale: 1/72nd **Set No:** 72-234
Subject: Supermarine Spitfire Mk IX
Type: Update set
Designed for: Hasegawa kit
Parts: 65 Etched, 2 Acetate

Price: £5.45
The Mk IX Spitfire was the most widely used and this new set from Eduard will add a little extra to the subject kit. Details include new framework for the cockpit sidewalls, the forward bulkhead and instrument panel (with acetate backing), seat and frame, seat harness and even a separate access door. Externally there are new matrix details for the radiators, as well as separate flaps, undercarriage doors and torque links and the 'standard' Eduard accessory in etched brass, the flaps.

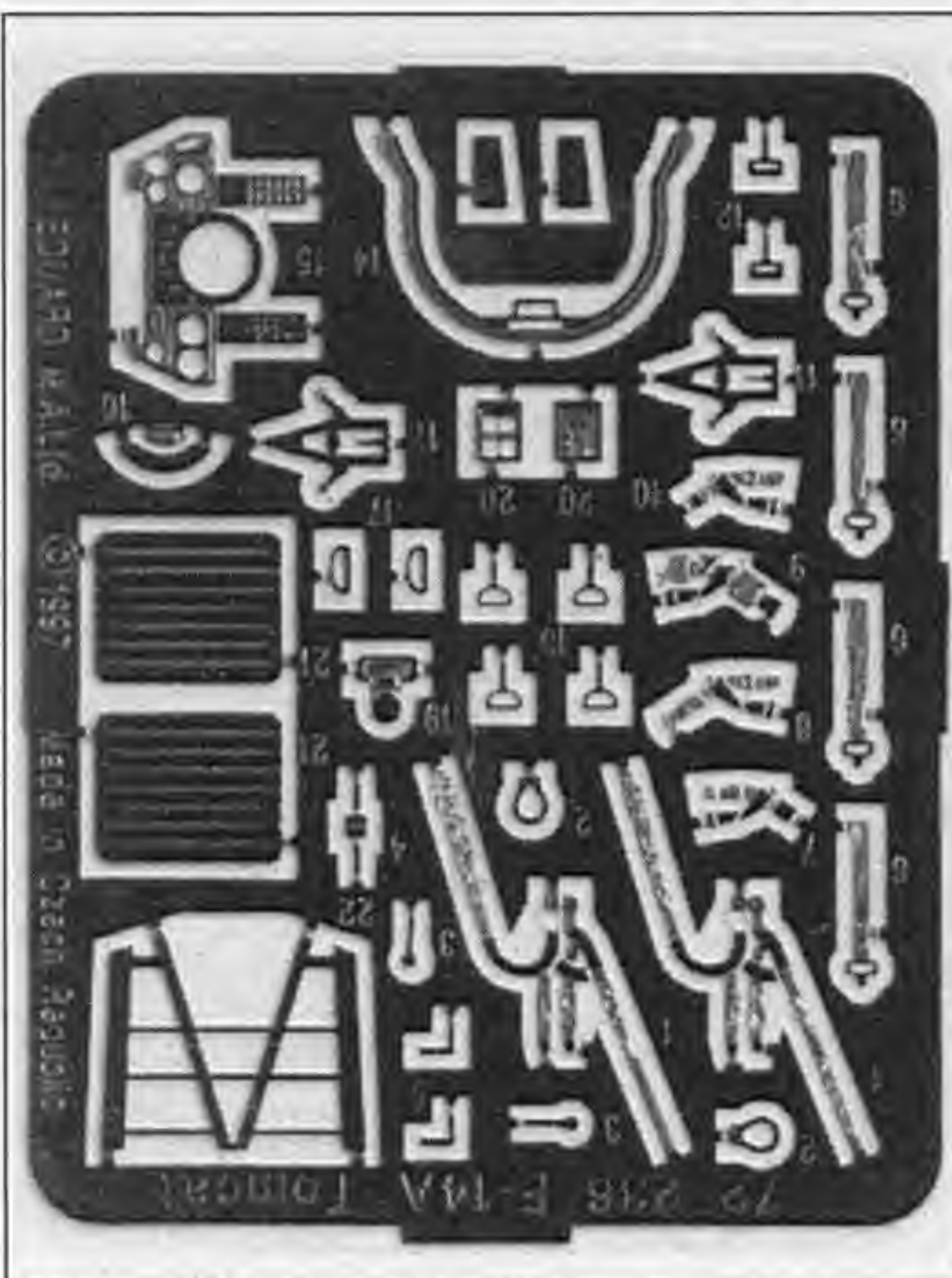
Scale: 1/72nd **Set No:** 72-235
Subject: Messerschmitt Bf 109G-10
Type: Update set
Designed for: Revell kit
Parts: 60 Etched, 3 Acetate

Price: £5.45
This set again offers an etched interior insert with rudder pedals, seat, harness and the usual instrument panel and acetate backing film. Externally new exhaust



72-235 - Messerschmitt Bf 109G-10

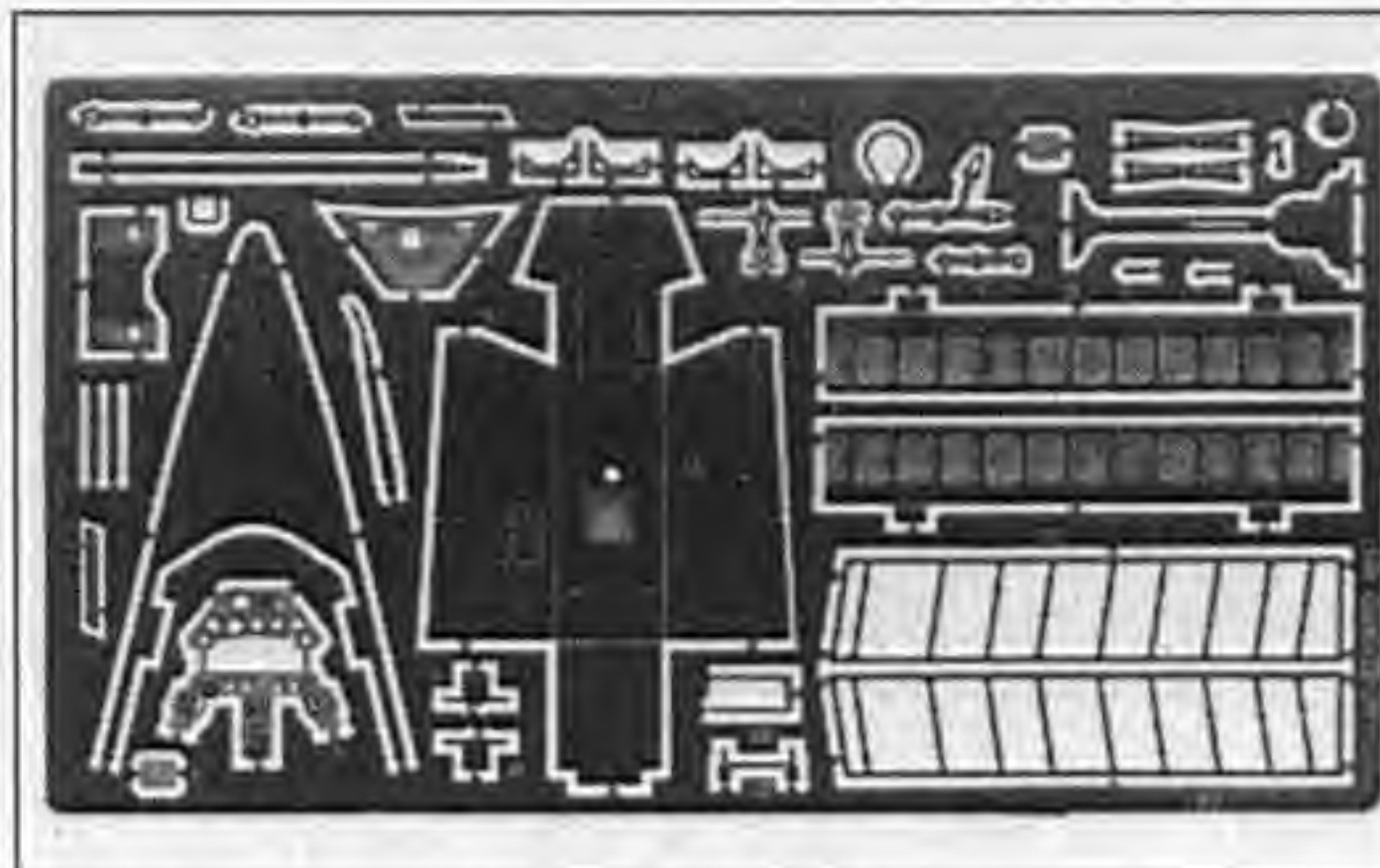
guards are added along with separate radiator and oil cooler flaps, wheel well inserts, undercarriage doors and torque links, plus a strap for the 300lt drop tank and actuator link for the tail trim tab.



72-236 - F-14A Tomcat

Scale: 1/72nd **Set No:** 72-236
Subject: F-14A Tomcat **Type:** Update set
Designed for: Hasegawa kit
Parts: 37 Etched, 1 Acetate

Price: £4.45
This little sheet offers a limited amount of detail for the F-14A in the form of straps and various bits for the ejection seat, handles etc for each side console and instrument panel, a new instrument panel fascia (complete with acetate backing), frame and mirror details for the forward section of the canopy, a new tip to the arrestor hook and finally details for each AIM-9 pylon.

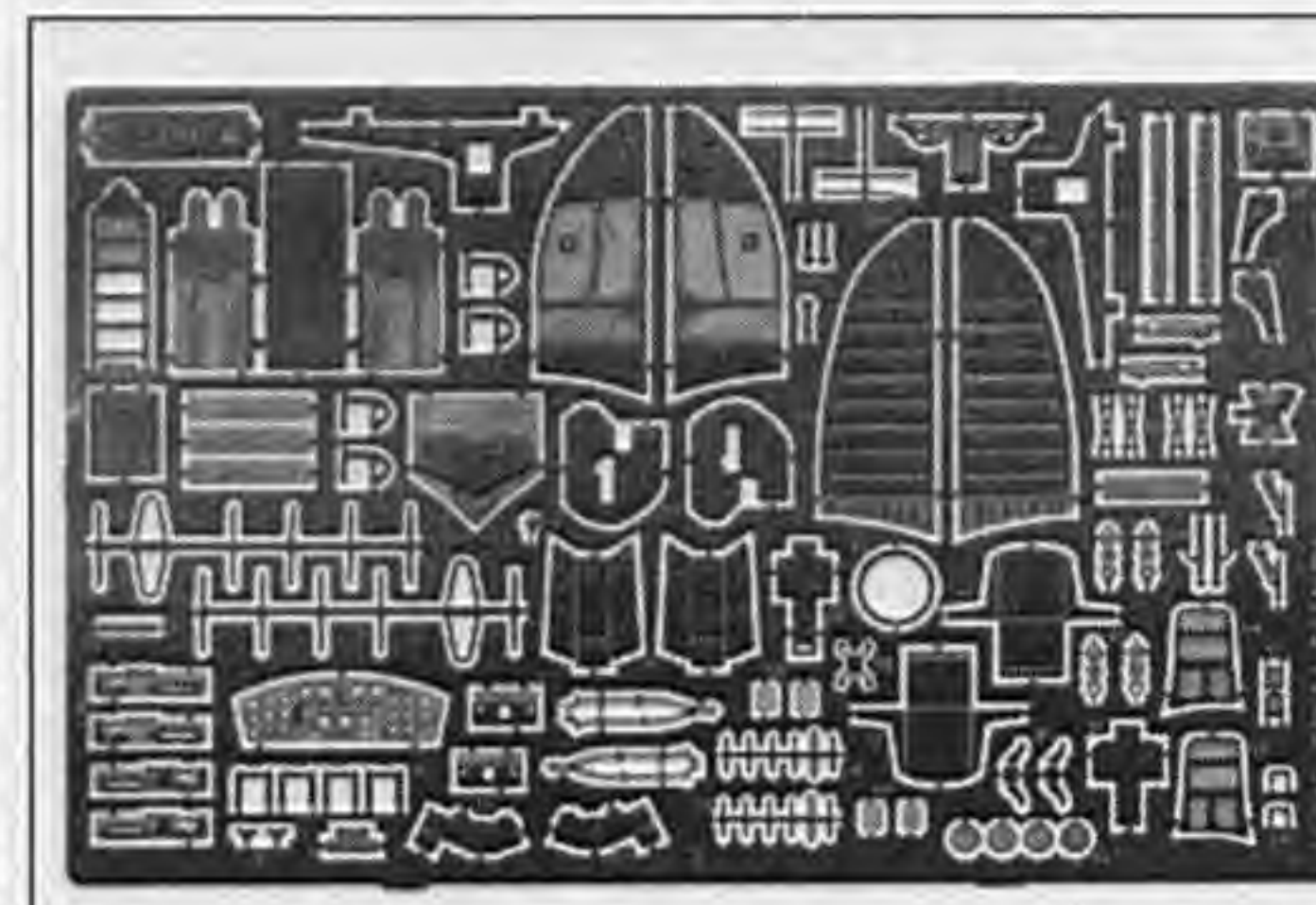


72-241 - Focke Wulf Fw 190A-8/R11

Scale: 1/72nd **Set No:** 72-241
Subject: Focke Wulf Fw 190A-8/R11
Type: Update set
Designed for: Revell kit
Parts: 40 Etched, 2 Acetate

Price: £5.45
The excellent new Fw 190 from Revell gets a number of new items from this set, a section of the kit's cockpit tub is replaced in etched, although I for one would just use

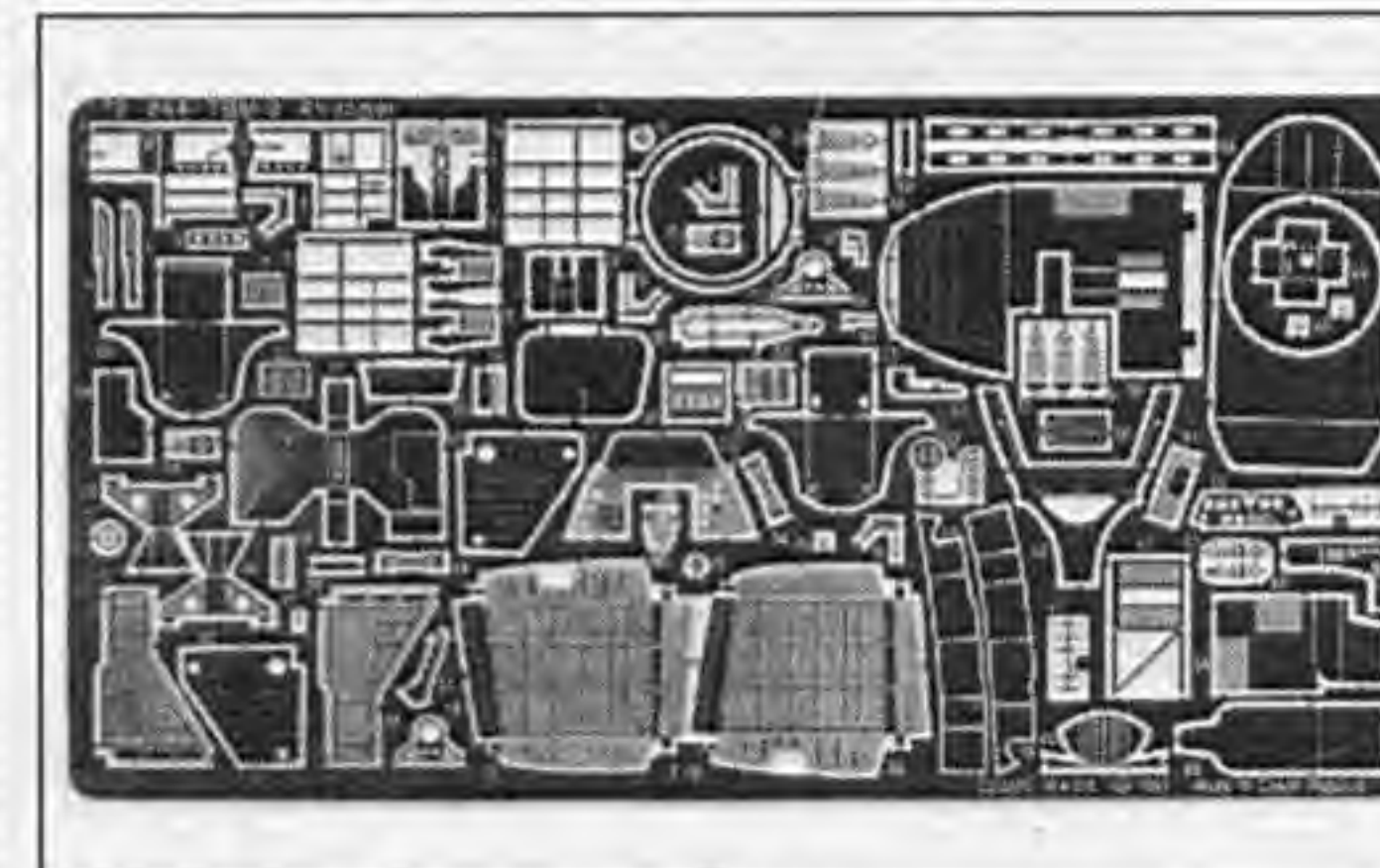
the parts as overlays on the kit, as the removal of the kit sections will weaken the overall structure quite considerably. Seat harness and a new instrument panel and acetate backing complete the interior details. Externally there are rib details for each wheel well, torque links for each oleo, separate flaps, a DF loop and FuG 16ZY antenna and a crew access step. One of the big disappointments with the Revell kit was the moulded-on canopy framing, which did not allow you to open the kit's canopy. In this set Eduard try to overcome this with an etched frame to replace the moulded section you have to remove. This seems a good idea until you consider the difference in thickness between an etched piece and the injected canopy! Nice try Eduard, but I for one would prefer to use a vac-formed canopy complete with framing.



72-242 - PBV-5A Catalina

Scale: 1/72nd **Set No.:** 72-242
Subject: PBV-5A Catalina
Type: Update set
Designed for: Academy kit
Parts: 73 Etched, 1 Acetate

Price: £5.45
This is quite an involved set and it offers a lot of new parts. The flight deck receives a mass of pieces with floor details, seat and harness, rudder pedals and the usual instrument panel and acetate backing film. Inside the fuselage there are bits to be added to each waist gun position, plus various pieces for the bow turret. Final items include the rear crew access ladder, new doors etc for each oleo leg and a set of antenna for the wings and forward fuselage.



72-244 - Grumman TBM-3 Avenger

Scale: 1/72nd **Set No.:** 72-244
Subject: Grumman TBM-3 Avenger
Type: Update set
Designed for: Hasegawa kit
Parts: 90 Etched, 4 Acetate

Price: £6.45
A very large set, this offers a complete update in the cockpit area with a mass of parts added to the sidewalls as well as new seats (with harness) and the usual instrument panel and acetate backing film combination. The ball turret's interior is also completely revised and once you have added all that you can start adding the final details to the exterior. Here you get

AVAILABLE IN GOOD MODEL SHOPS

squadron / signal publications

NEW RELEASES

Walk Around Allison Engine Mustangs



5513 Allison-engined Mustangs "Walk Around" NEW £12.99
8254 Detail & Scale P-47 Thunderbolt NEW £10.95
1105 F-14 Tomcat Re-issue £6.99

COMING OUT SOON

6073 Finnish Air Force 1939-1945 NEW £10.95
5514 Hurricane Walk Around NEW £12.99

RECENTLY RELEASED

1094 T-6 Texan Re-issue £6.99
1168 AH-1 Cobra in Action NEW £6.99
5512 B-25 Mitchell "Walk Around" NEW £12.99
8253 Detail & Scale TBF/TBM Avenger NEW £10.95

Send large sae & request FREE Book Catalogue

BRAND NEW FROM PORTUGAL



OC201 T-6G Texan New 1/48 £13.95
OC202 Spitfire Mk.IX Due Soon! 1/48 £TBA

NEW FROM HOBBYCRAFT



HC1441 French-Indochina Bearcat Due Soon! 1/48 £12.99
HC1440 US Navy "Blue Angels" Bearcat Due Soon! 1/48 £12.99
HC1545 Me Bf.109E-4/E-7 New 1/48 £10.99

1/48 VAMPIRES



HC1574 Vampire FB-5 Re-issue 1/48 £10.99
HC1550 Vampire FB-9 1/48 £10.99
HC1578 Vampire NF-10 1/48 £10.99
HC1579 Vampire T.11 1/48 £10.99

OVER 80 DIFFERENT HOBBYCRAFT KITS AVAILABLE
SEND £1 STAMPS FOR LIST & NEW 1998 CATALOGUE

CZECH MODEL LIMITED RUN KITS



CM4803 Bell XP-77 New 1/48 £18.95
(Limited run injection moulded kit includes decals for 2 aircraft plus "True Details" cockpit & wheels)

CM4801 Messerschmitt Me263A-1 1/48 £22.95
(Kit including choice of 4 decals & resin detail parts by "True Details" for Cockpit, Wheels & Wheel wells)

CM4802 Blohm & Voss BV40 1/48 £18.95
(Kits includes "True Details" resin cockpit & wheels and markings for BV40 V1 & A-0 prototypes)

ENCORE LIMITED RUN KITS



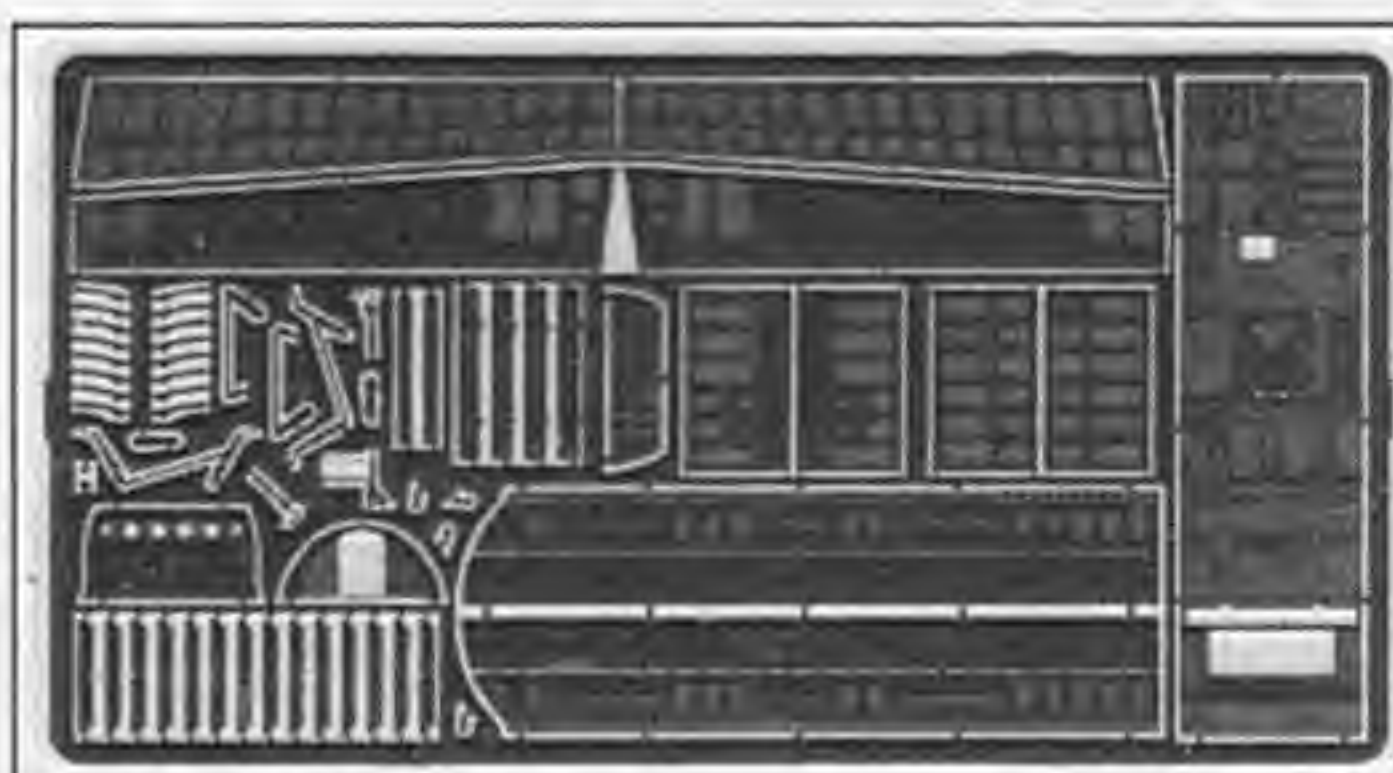
EC1028 Yak-9 DD/T/K NEW 1/72 £8.99
EC1021 Mig 2.6 NEW 1/72 £6.99
EC1024 Polikarpov 1-15bis with Skis NEW 1/72 £8.99
EC1026 Tupolev Tu-2 Dive Bomber NEW 1/72 £15.95

Send large sae & request FREE "Encore" list (ref EC)

For free catalogues/lists etc state interest & send large sae to
POCKETBOND LTD (Dept SAM/A04/98)
PO BOX 80, WELWYN, HERTS, AL6 0ND
Exclusive UK Distributors Trade Enquiries Welcome
Tel 01707 391509 : Fax 01707 327466
http://www.btinternet.com/~pocketbond

Accessories

new doors and actuating linkage for each main oleo leg, wheel well insert details and separate cowl flaps. As a crew access door is included, Eduard have also added the 'visible' details inside the rear section of the aft fuselage, this being the radio operator's foldaway seat.

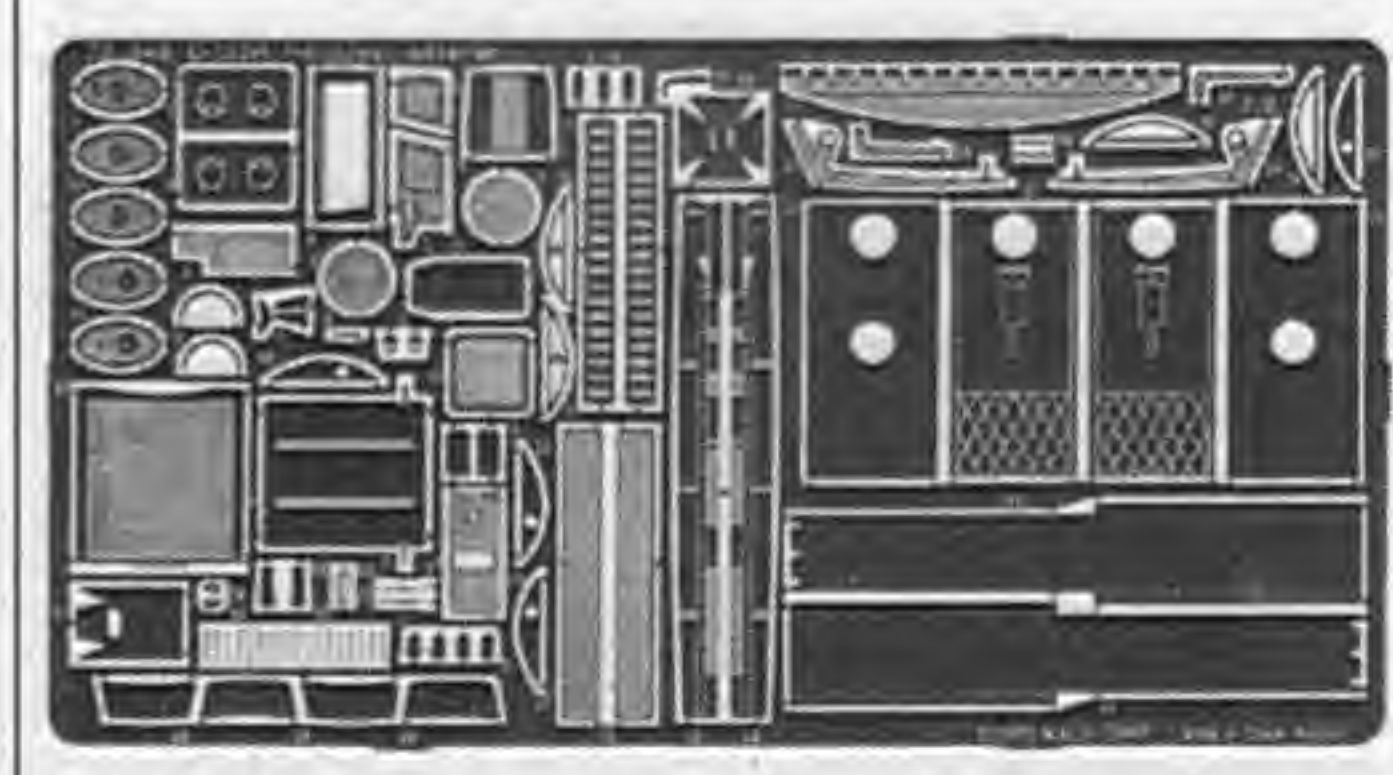


72-245 - Avenger Flaps and Bomb Bay

Scale: 1/72nd **Set No.:** 72-245
Subject: Avenger Flaps and Bomb Bay
Type: Update set
Designed for: Hasegawa kit
Parts: 65 Etched

Price: £6.45

Having just added all the interior detail to your Hasegawa Avenger, you can now update the bomb bay and add separate flaps thanks to this set. Basically you get the roof of the bomb bay, end bulkheads and the various ribs and details plus the bomb bay doors to totally update this area of the kit. The other components included in the set are the separate flaps and the inserts which go inside the exposed flap interior.



72-246 - C-130H Hercules -Exterior

Scale: 1/72nd **Set No.:** 72-246
Subject: C-130H Hercules -Exterior
Type: Update set
Designed for: Esci/ AMT/Ertl kit
Parts: 94 Etched

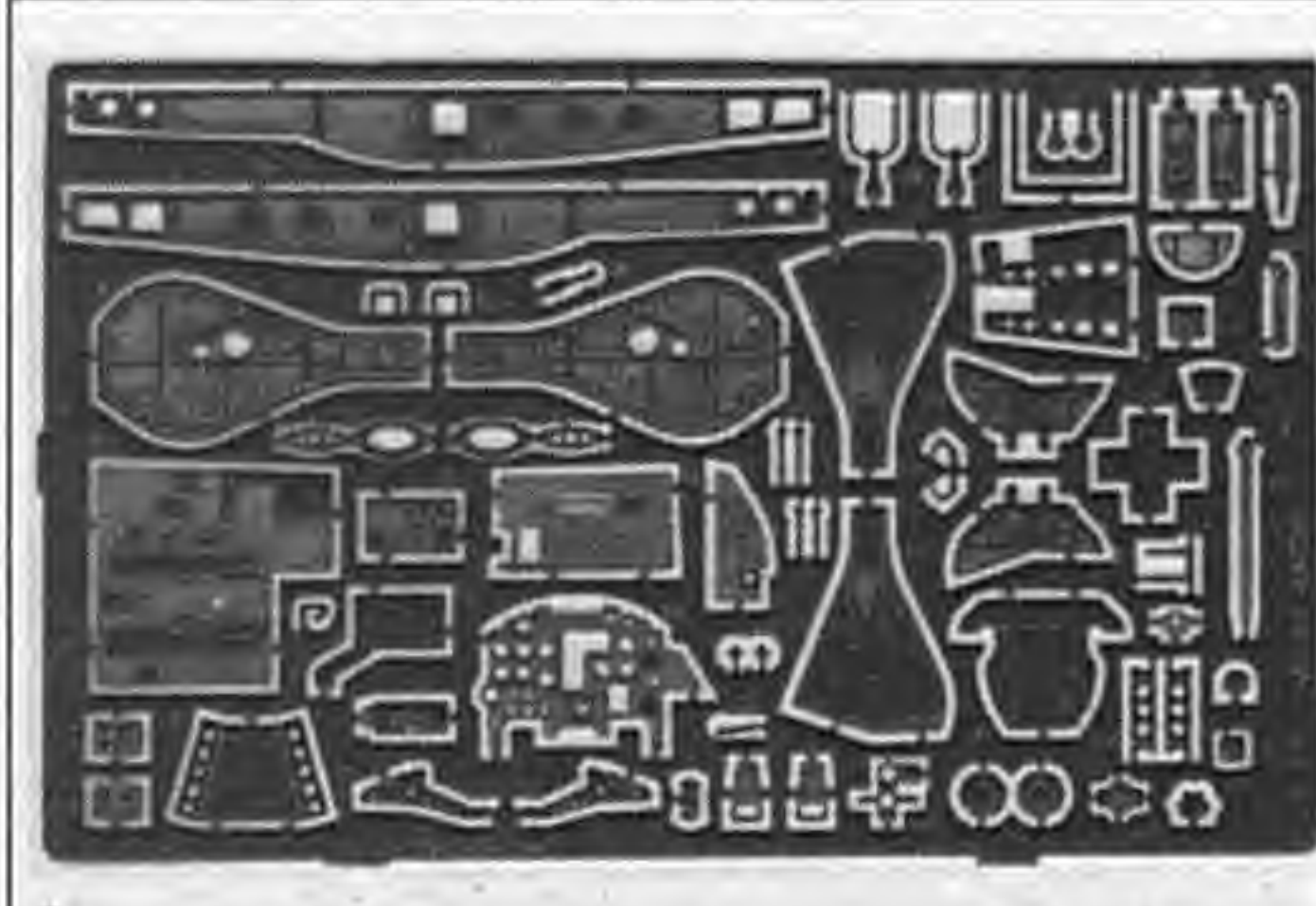
Price: £6.45

In this set you get new undercarriage doors for both the main and nose wheels. Access doors are also included along with the vent and access panels around the gas turbine compressor. Details are added to the sides of the loading ramp and the rest of the pieces offered are for the whole of the airframe. Filler points, access panels, windscreen wipers, various blade and whip antenna and even the static discharge wicks are all included and once added, you will have to be very careful how you handle your completed Here!

Scale: 1/72nd **Set No.:** 72-247
Subject: Mitsubishi J2M3 Jack
Type: Update set
Designed for: Hasegawa kit
Parts: 64 Etched, 3 Acetate

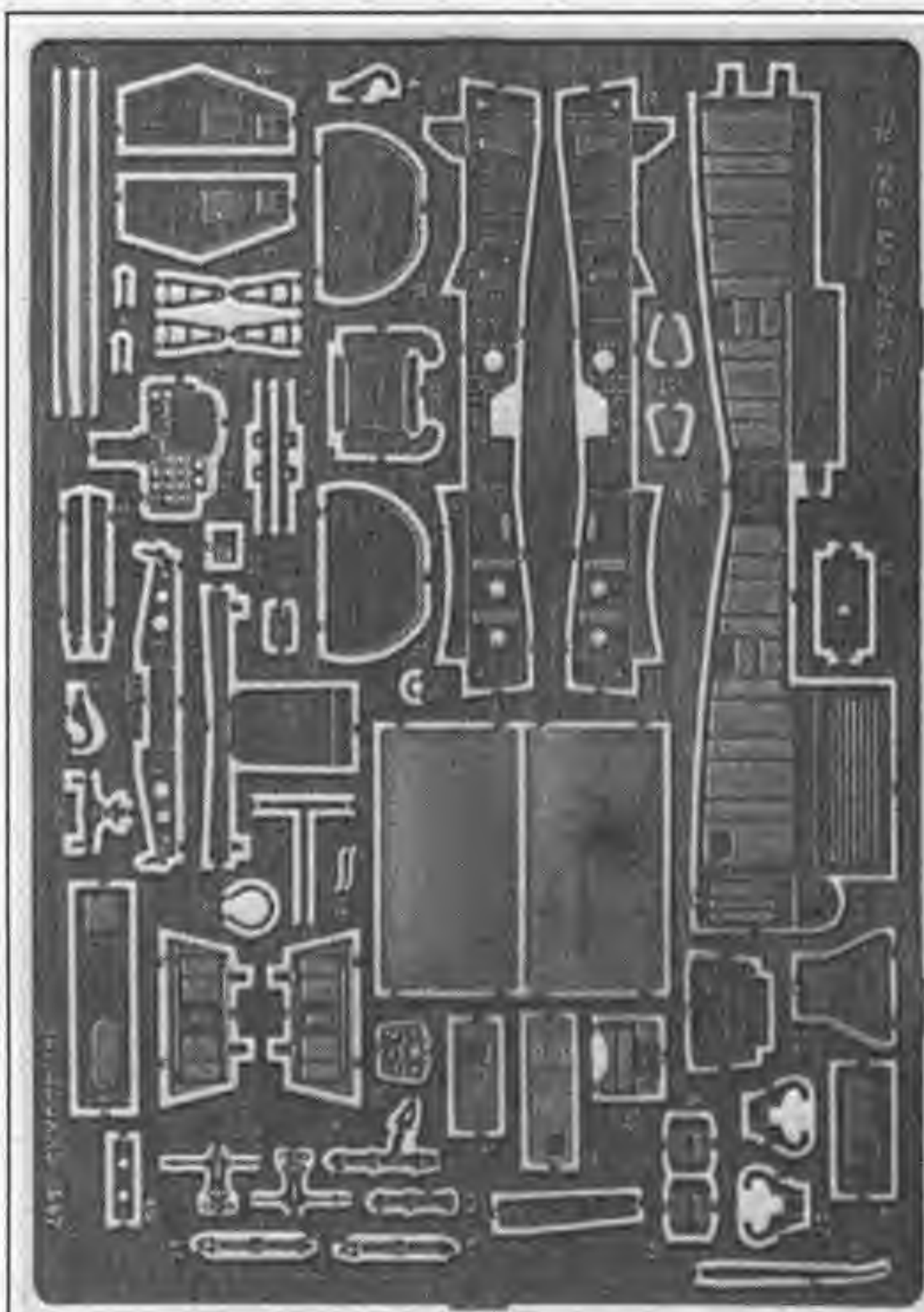
Price: £5.45

The old Hasegawa Jack is a neat little kit and it is time we had some extra details for it. This new set offers a number of improvements to the cockpit interior and these include floor and side console details,



72-247 - Mitsubishi J2M3 Jack

seat harness, rear bulkhead armour, throttle quadrant and a complete new instrument panel with acetate backing film. Details for the exterior of the kit are limited to torque links for each oleo leg and new interior inserts and doors for the wheel wells.

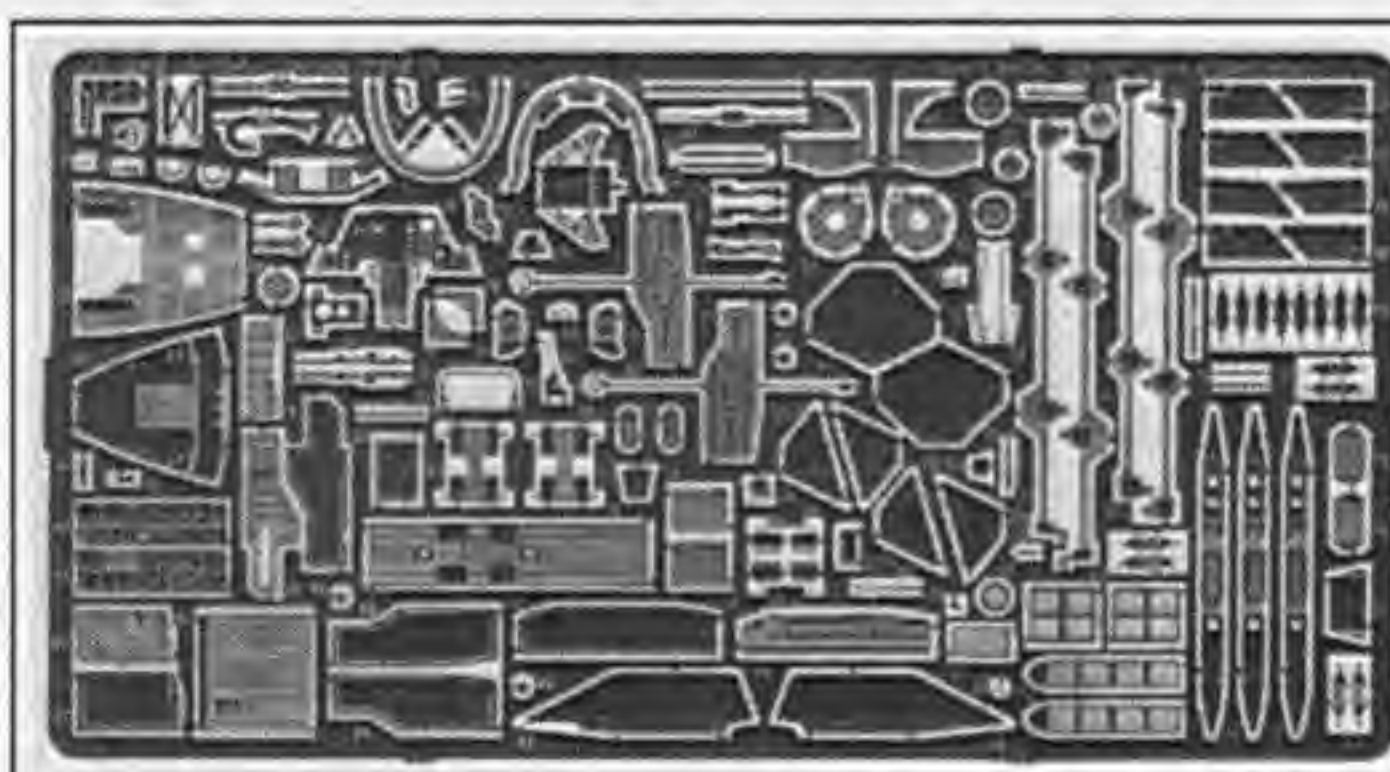


72-248 - Messerschmitt Me 262A-1a

Scale: 1/72nd **Set No.:** 72-248
Subject: Messerschmitt Me 262A-1a
Type: Update set
Designed for: Revell
Parts: 60 Etched, 2 Acetate

Price: £5.45

For this new kit you get a new instrument panel, sidewall details, floor kick plate, seat, harness and rear seat framework, rudder pedals and details for both the canopy and rear canopy decking. Externally you have a new door for the nose wheel, a complete new interior for the main undercarriage wells, a retaining strap for the 300lt drop tank and a complete new set of doors for each main leg. The final details include revised 'scale' tubes for the rockets and the DF loop and FuG 16ZY antenna. A good amount of detail, pity it's almost twice the price of the kit!



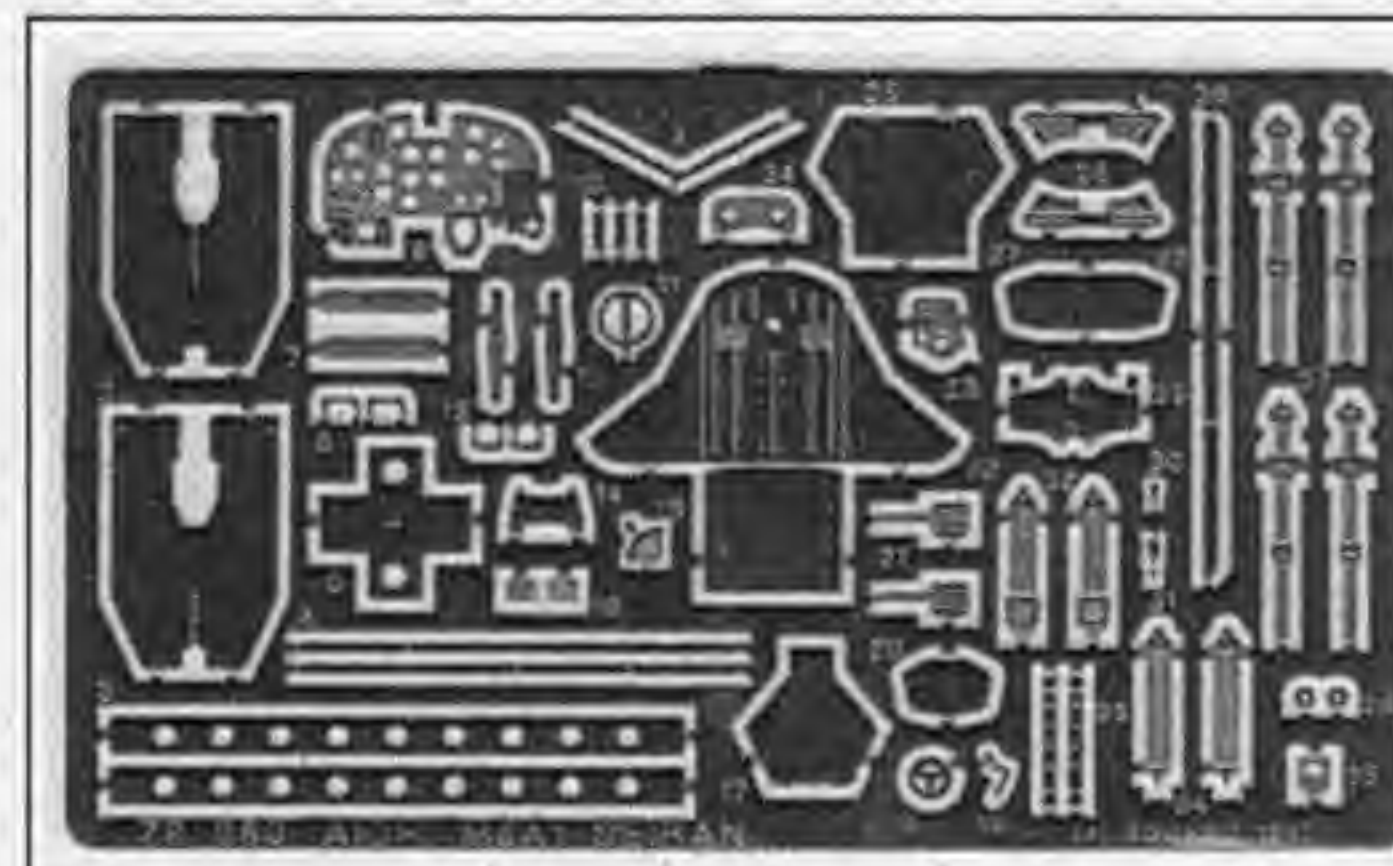
72-249 - A-10A Thunderbolt II

Scale: 1/72nd **Set No.:** 72-249
Subject: A-10A Thunderbolt II
Type: Update set
Designed for: Italeri kit
Parts: 152 Etched, 5 Acetate

Price: £6.45

This large fret offers the usual amount of

extra detail for the ejection seat, with a new set of seat harness. The instrument panel gets the usual overlay of etched brass and acetate backing film and each side console also gets a new etched version. The HUD and upper coaming are also supplied as well as canopy rail and rear view mirrors. New doors and details are added to each undercarriage leg and this is followed by details for the numerous bomb pylons, the unique 'splitter' ailerons and a mass of fins and details for all of the weapons and drop tanks carried by the 'Warthog'. The set is completed with a crew access ladder and various panels and grills for the exterior of the airframe.

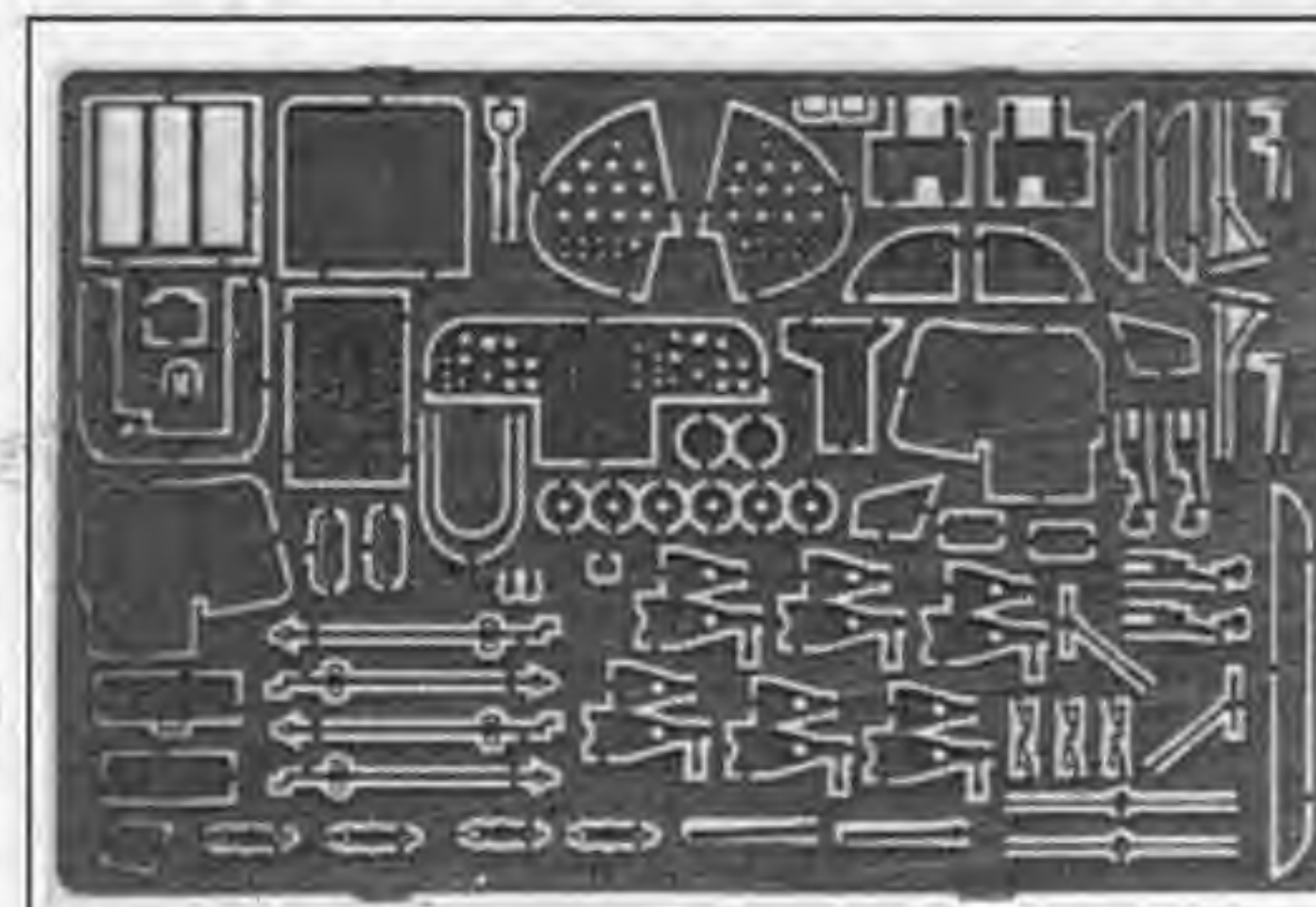


72-250 - Aichi M6A1 Seiran

Scale: 1/72nd **Set No.:** 72-2507
Subject: Aichi M6A1 Seiran
Type: Update set
Designed for: Tamiya kit
Parts: 55 Etched, 3 Acetate

Price: £4.45

Without doubt one of the most attractive aircraft of the war, the Seiran was a very welcome release by Tamiya and this little set will add a few extras to it. You can see how good the Tamiya kit is by the limited nature of the details offered in this set and these comprise a new instrument panel (and acetate backing), radio antenna, rudder pedals, seat harness and a number of levers and control wheels for each sidewall. The cocking lever and arm rest are added to the rear machine gun, as are the grab handles inside the cockpit canopy. Externally there are all the cowl gills, new fins for the bombs and tie down eyes for the floats. The final details are the crew access steps in the front of each float support and along the fuselage side.



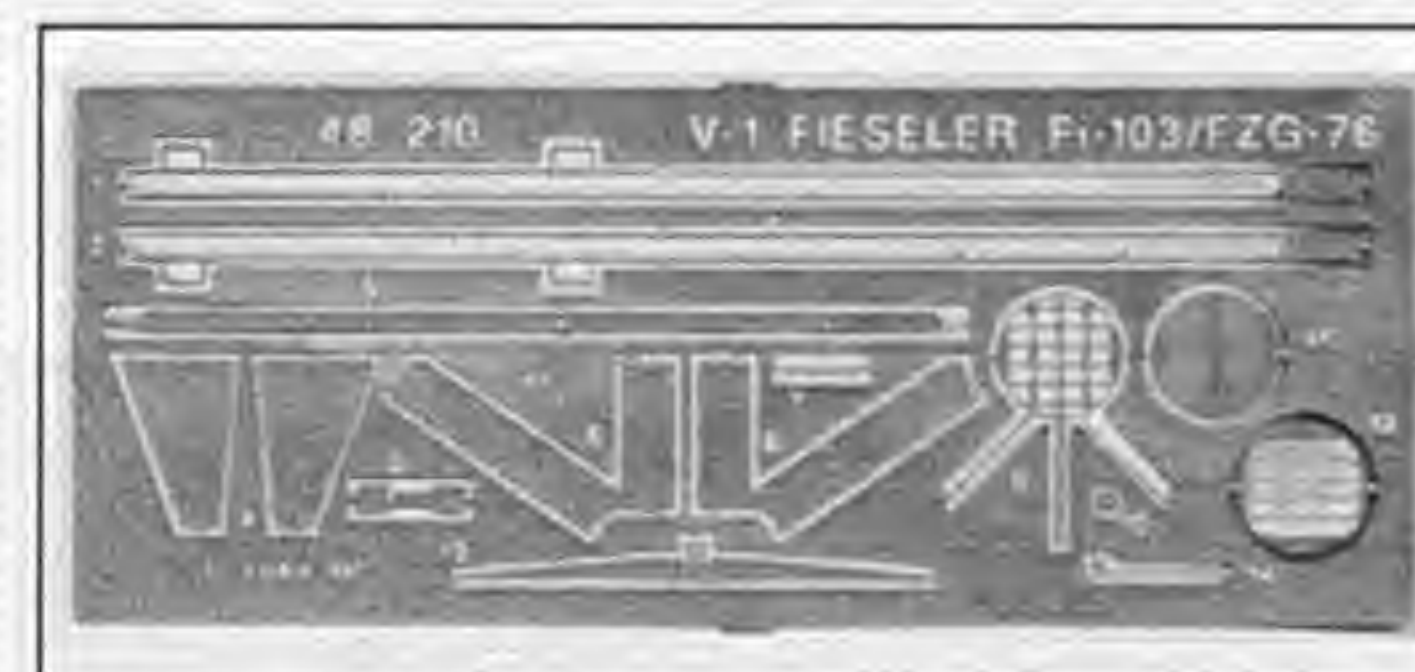
72-251 - CH-46D

Scale: 1/72nd **Set No.:** 72-251
Subject: CH-46D
Type: Update set
Designed for: Fujimi kit
Parts: 75 Etched, 1 Acetate

Price: £5.45

This final offering in 1/72nd scale allows you to add details to the interior of the CH-46D in the form of rudder pedals, seat armour, harness and instrument panel for the cockpit interior. Externally there is a set

of windscreen wipers, details for the rotor head, mirrors, a crew access door, both hub and oleo details for the undercarriage and finally a number of antenna for the exterior of the airframe.

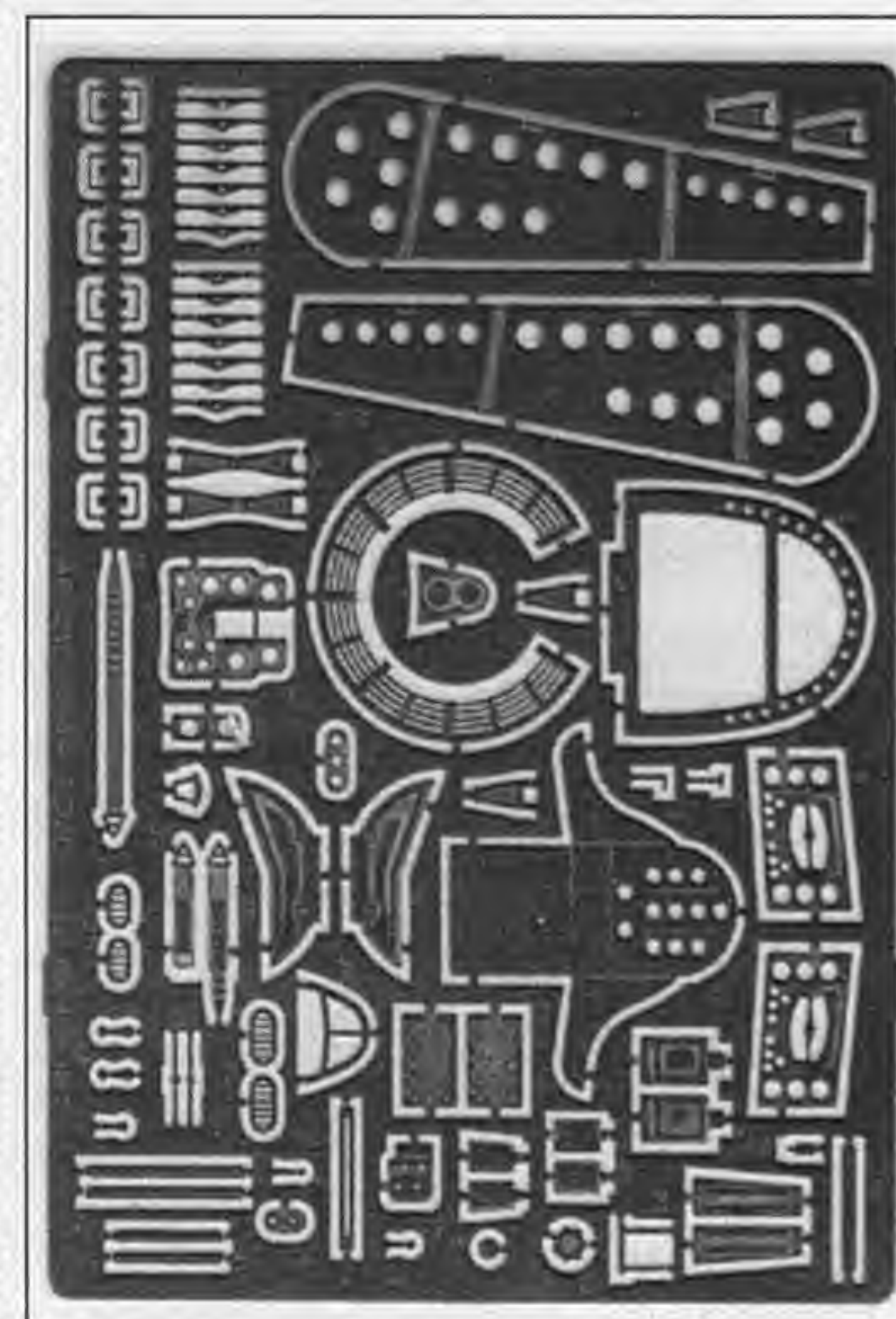


48-210 - Fieseler Fi-103 (FZG-76)

Scale: 1/48th **Set No.:** 48-210
Subject: Fieseler Fi-103 (FZG-76)
Type: Update set
Designed for: Tamiya kit
Parts: 14 Etched

Price: £4.45

The release of a kit of the V-1 by Tamiya was as much a surprise as finding a detail set for it was! The release of this tiny little set may have you shaking your heads but it offers details for the Argus pulse ramjet in the form of the intake grill, fuel injection frame and reed valve assembly. A new actuator rod for the rudder is also included along with a new cover for the wiring on the upper decking, a new catapult pick-up for the lower fuselage and a replacement set of blades for the nose mounted generator. The final details are for the ground handling trolley and comprise a set of side rails. I must say that the original Tamiya kit was expensive enough for what you got, but now to be expected to shell out £4.45 for 14 bits of etched brass...!



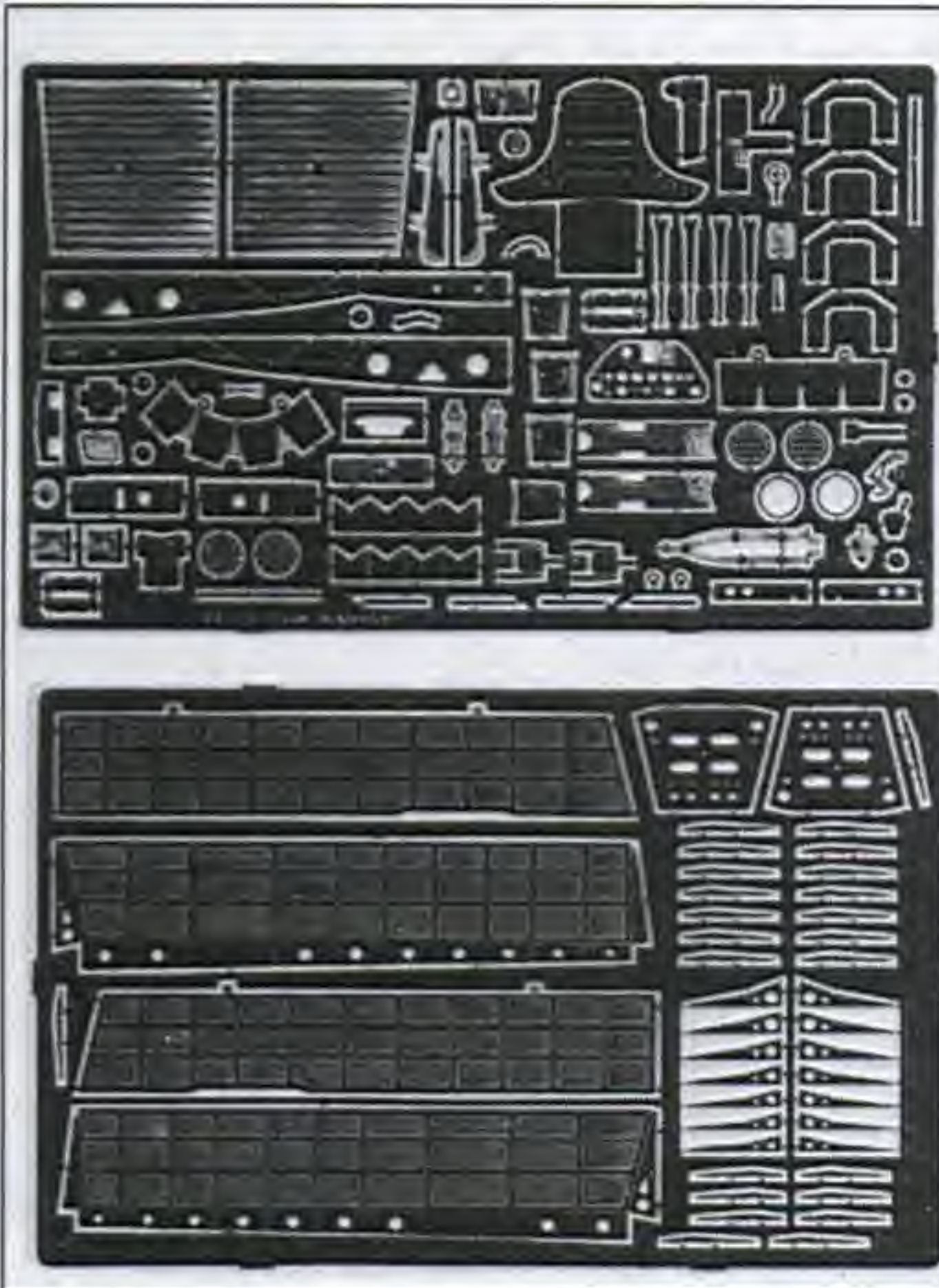
48-212 - Nakajima Ki-44 'Tojo'

Scale: 1/48th **Set No.:** 48-212
Subject: Nakajima Ki-44 'Tojo'
Type: Update set
Designed for: Hasegawa kit
Parts: 90 Etched, 3 Acetate

Price: £5.45

Hasegawa's Tojo gets a new instrument panel, rudder pedal kick plates, throttle box, cockpit access door and finally, for the cockpit interior, a new seat and harness. Externally you get cowl details, a number of small parts for the engine, the headrest, wing machine gun barrels, undercarriage doors, main oleo torque links and finally a set of separate flaps.

Accessories



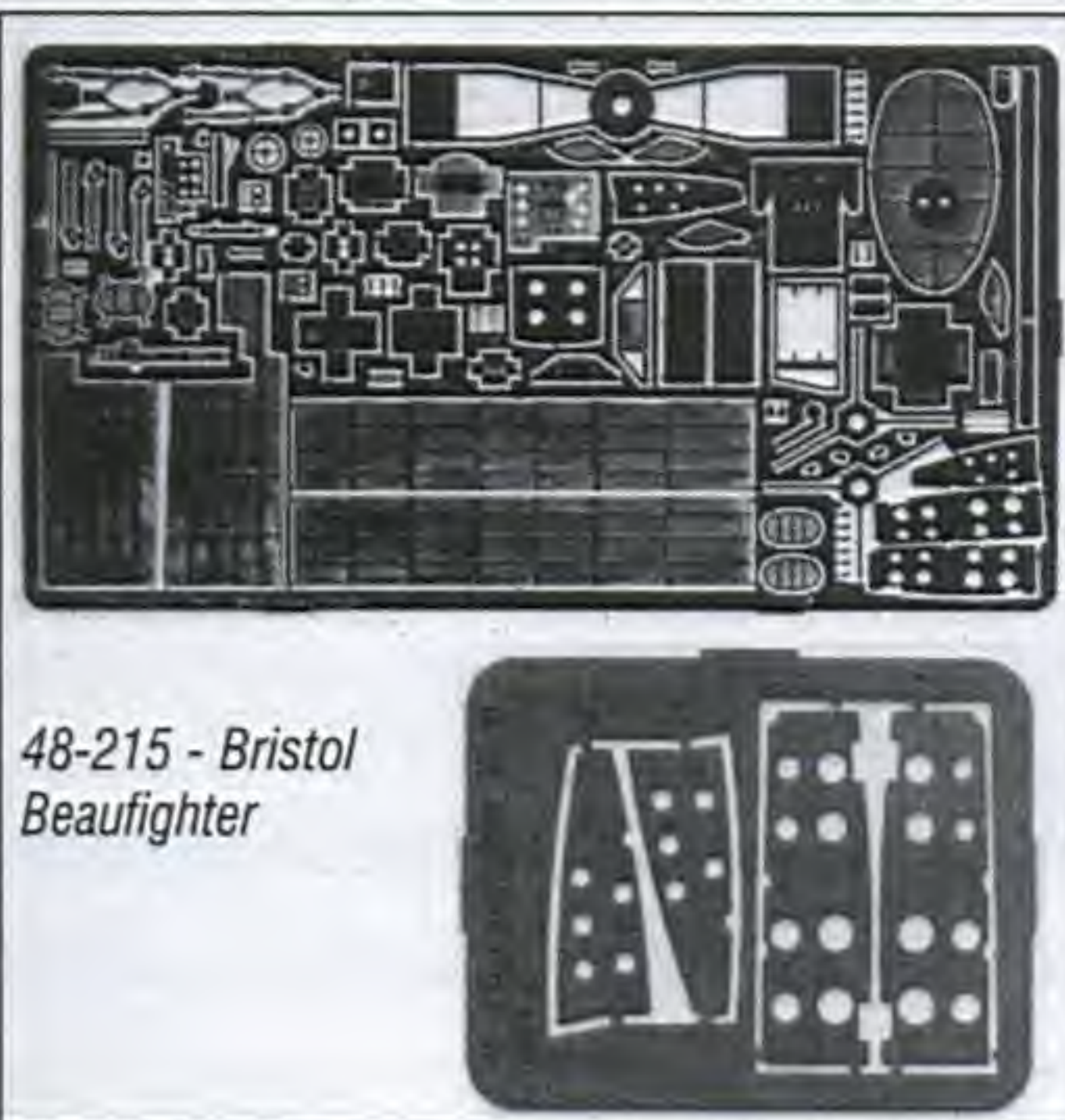
48-213 - Curtiss P-40K Warhawk

Scale: 1/48th **Set No.:** 48-213
Subject: Curtiss P-40K Warhawk
Type: Update set
Designed for: AMT/Ertl kit
Parts: 129 Etched, 3 Acetate

Price: £8.45

This two fret set offers a great amount of extra detail for this kit. As you would expect you get a new instrument panel, rudder pedals, sidewall details and seat and harness for the cockpit interior. Externally there are a new matrix for the chin radiator, a ring and bead sight, separate cowl gills, torque links for each oleo, new fins for the bomb and support struts for the drop tank. Other details also include new tail wheel doors, inserts and doors for the main undercarriage and, as you would expect, a complete new set of separate flaps which include all the internal structure.

For those of you with the old Arii/Otaki kits in the loft, you may well be able to utilise this set for it, albeit with a little modification here and there.



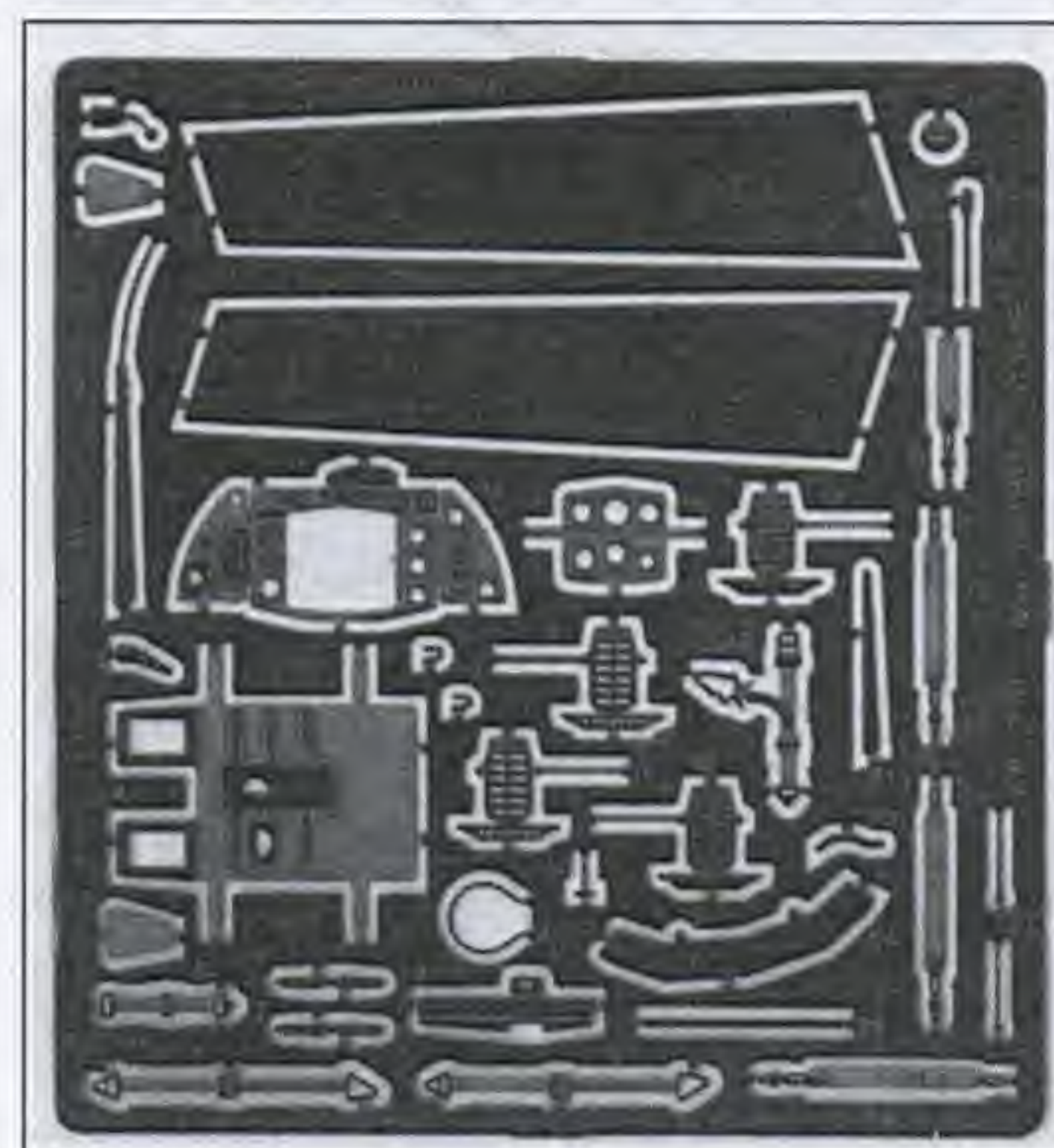
48-215 - Bristol Beaufighter

Scale: 1/48th **Set No.:** 48-215
Subject: Bristol Beaufighter
Type: Update set
Designed for: Tamiya kit
Parts: 100 Etched, 5 Acetate

Price: £6.45

One of the main problems with the new Tamiya 'Beau' was the lack of internal details. Well, if you do not feel like making it from scratch, this double fret set from Eduard should help. The cockpit area gets a new instrument panel, seat belts and all the mass of levers and control wheels on each side console. In the rear fuselage there is a new support frame for the radio operator's seat, blast doors for the aft bulkhead and a number of control panels and accessories

for each fuselage side. Final details include a bulkhead for inside the rear fuselage forward of the tail wheel (to stop this area being 'see through') and the framework inside each engine nacelle, undercarriage door internal details and finally, the FOD guards for each engine's air intake.

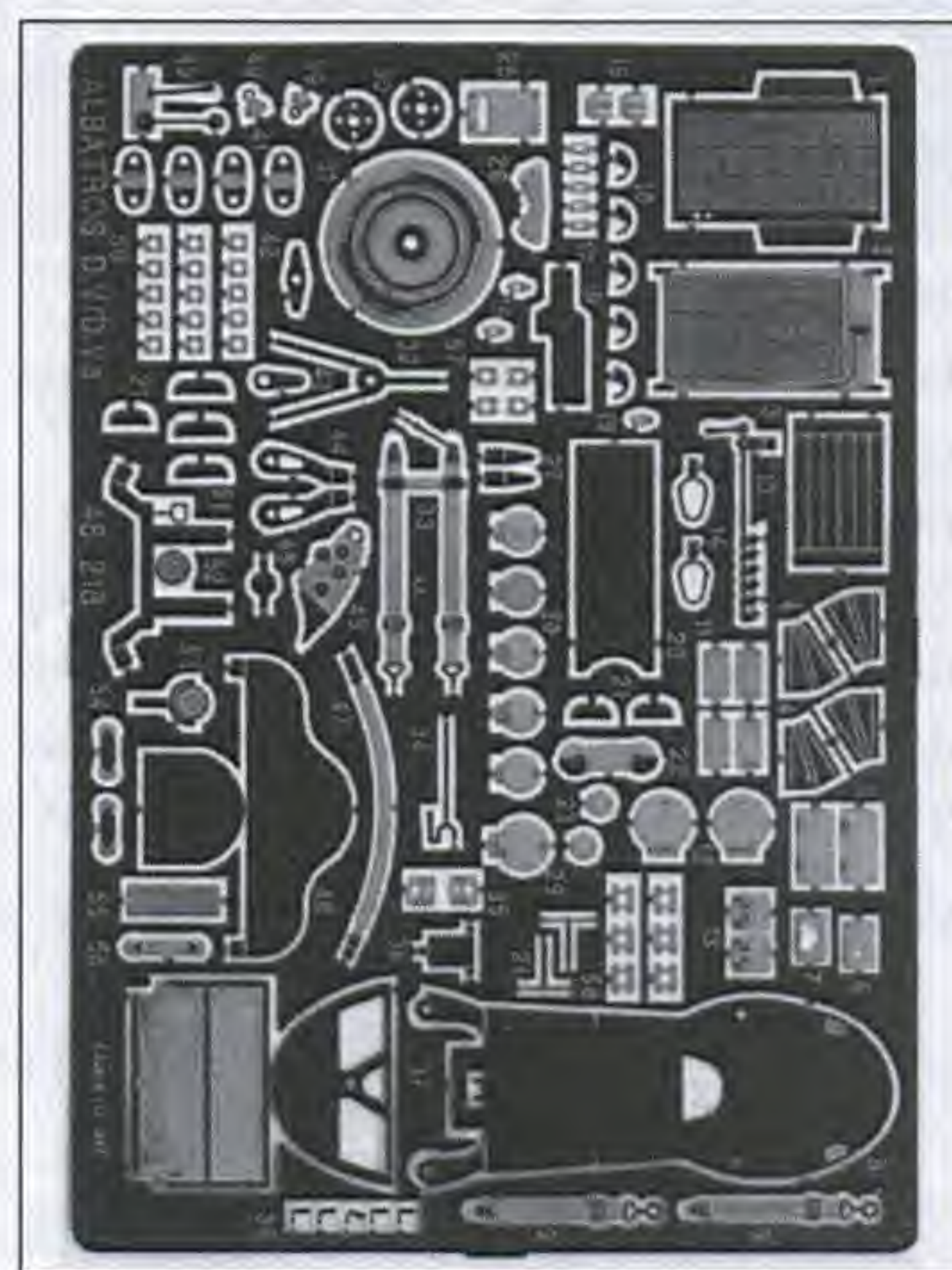


48-216 - Messerschmitt Me 163B-1a Komet

Scale: 1/48th **Set No.:** 48-216
Subject: Messerschmitt Me 163B-1a Komet
Type: Update set
Designed for: Dragon kit
Parts: 36 Etched, 3 Acetate

Price: £4.45

Detailing something as small as a Komet, even in 1/48th scale is quite daunting, but this new fret offers quite a number of pieces. In the cockpit there are the straps around the fuel cells on each side, rudder pedals and a new instrument panel, complete with acetate backing film. The edge of the armoured glass is also offered in etched brass as well as the two small support struts. The final details in the set include seat belts, both styles of aerial antenna and DF loop for the upper fuselage decking and the spoilers fitted above each mainplane.



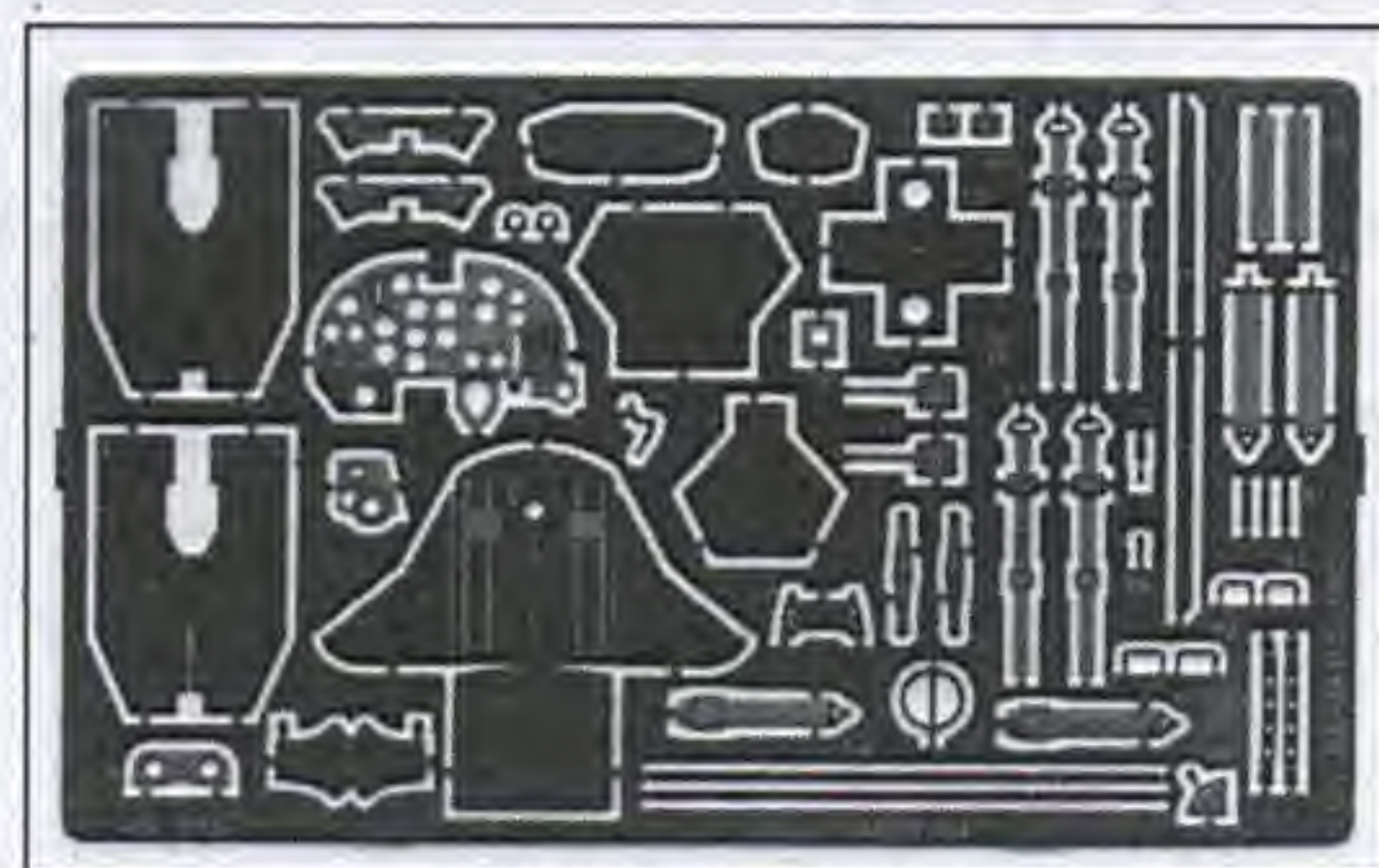
48-218 - Albatros D.V/D.Va

Scale: 1/48th **Set No.:** 48-218
Subject: Albatros D.V/D.Va
Type: Update set
Designed for: Eduard kit
Parts: 118 Etched

Price: £5.45

As with the Tempest set a while ago, this is another case of Eduard offering details for its own products. The set replaces all of the interior of the kit and items such as a new seat, harness, rudder bar and instrument panels are included. Externally you get all the various hinged access panels, the step

plate on the forward spar of each lower mainplane and a number of plates and details for the wings and tail. The final detail is the complex radiator matrix and shutter assembly for the upper mainplane.

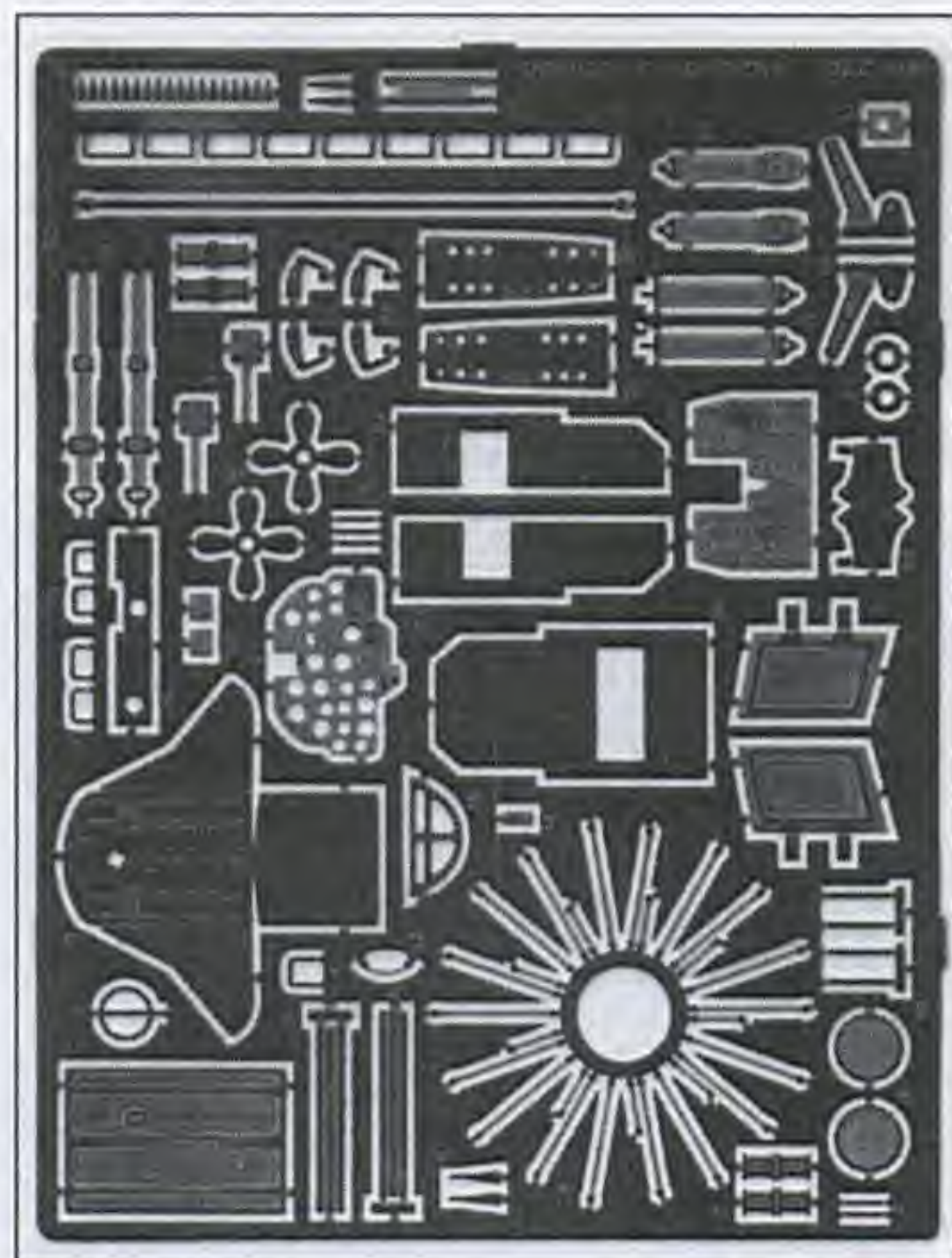


48-219 - Aichi M6A1 Seiran

Scale: 1/48th **Set No.:** 48-219
Subject: Aichi M6A1 Seiran
Type: Update set
Designed for: Tamiya kit
Parts: 50 Etched, 3 Acetate

Price: £4.45

As I have already said, this is one of my favourite planes and therefore the release of the Tamiya kit in 'my' scale of 1/48th was much appreciated. This new detail set for the kit is identical, just scaled up, from the 1/72nd scale version mentioned earlier.



48-220 - Aichi B7A2 'Grace'

Scale: 1/48th **Set No.:** 48-220
Subject: Aichi B7A2 'Grace'
Type: Update set
Designed for: Hasegawa kit
Parts: 76 Etched, 1 Acetate

Price: £5.45

Having just enjoyed building this kit (See Vol 4 Iss 3 Page 136), this new set from Eduard has updated a number of areas of the kit I found a little lacking in detail. The set offers a new instrument panel, rudder pedals and kick plates, seat and seat harness and ammo belt for the rear gun. Externally you have new undercarriage inner and auxiliary doors, oleo torque links, canopy frame grab handles, crew access steps, a new DF loop and upper decking details and a new matrix for the oil cooler. The final items in the set are the retaining strap and fins for the torpedo.

Scale: 1/48th **Set No.:** 48-222
Subject: Curtiss P-40N
Type: Update set
Designed for: AMT/Ertl kit
Parts: 85 Etched, 3 Acetate

Price: £5.45

This set is identical, all bar a few items,

AVAILABLE IN GOOD MODEL SHOPS

True Details

Turn your model into a "True Detail" masterpiece!!

FLATTENED & BULGED RESIN WHEELS

- Accurate wheel/hub details
- Flattened & bulged tyres to represent weight of the aircraft
- Accurate tread designs with no seam lines

1/48 SCALE



TD48101	PBY5A Catalina wheels	NEW	£4.95
TD48100	SR-71 Blackbird wheels	NEW	£6.95
TD48014	F4F Wildcat wheel set		£2.50
TD48027	Hurricane wheel set		£2.50
TD48062	Dewoitine D.520 wheels		£2.95
TD48077	Me Bf.110C/D wheels		£3.50
TD48094	Il-2 Stormovik wheels		£2.95

...many more available send sae for FREE catalogue (ref TD)

1/72 SCALE

TD72001	P-38 Lightning wheel set		£2.50
TD72005	P-47 Thunderbolt wheel set		£1.99
TD72015	Bristol Beaufort wheels		£2.95
TD72033	Mosquito wheels		£4.95
TD72040	Spitfire Mk XIV & later wheels		£2.95
TD72044	B-17 main wheels		£3.50

...many more available send sae for FREE catalogue (ref TD)

RESIN AIRCRAFT COCKPIT TUBS

1/48 SCALE



TD48453	P-51D-K Mustang cockpit set		£6.50
TD48457	PBY-5A Catalina cockpit set		£9.95
TD48461	F6F3/5 Hellcat cockpit	NEW	£7.95
TD48462	Ki-46 Dinah cockpit set		£8.95
TD48467	A6M Zero cockpit	NEW	£7.95
TD48476	Arado Ar-234 cockpit set	NEW	£9.95
TD48478	SR-71 Blackbird cockpit set	NEW	£7.95

...many more available send sae for FREE catalogue (ref TD)

1/72 SCALE

TD72452	F-94 Starfire cockpit set		£4.95
TD72453	F4U-1A/D cockpit set		£3.95
TD72456	Me Bf.109F/K cockpit set		£3.95
TD72458	P-40E/N cockpit		£4.50
TD72461	SBD Dauntless cockpit set		£8.95
TD72502	US 1000lb bombs		£2.50

MORE THAN 280 "TRUE DETAIL" PARTS AVAILABLE!
 SEND LARGE SAE FOR FREE CATALOGUE (REF TD)

NEW TOKO KITS OUT SOON

Sopwith 7F1 Snipe

TK128	Sopwith 7F1 Snipe	NEW 1/72	£4.99
TK119	Pfalz D.XII lozenge decals	1/72	£5.99
TK116	Siemens Schukert D.III/IV lozenge decals	1/72	£5.99

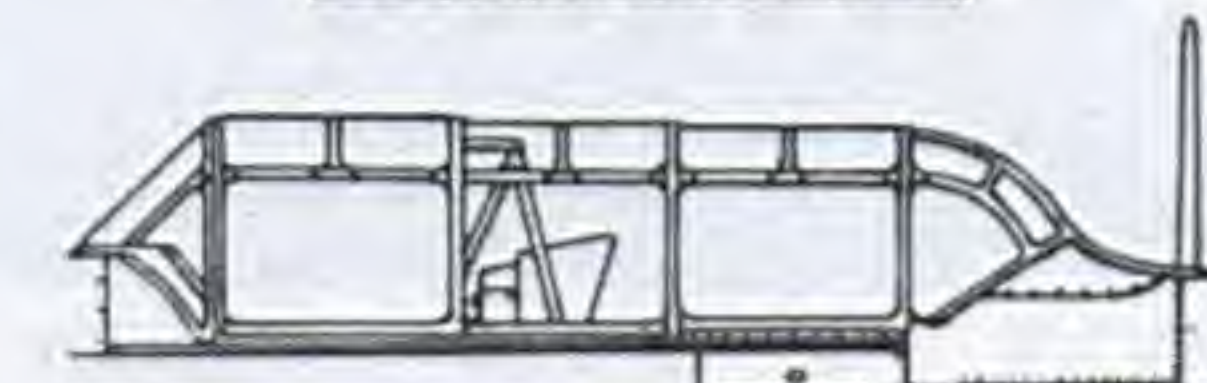
TK136	LaGG-3	NEW 1/72	£5.99
TK127	Il-2 Stormovik	NEW 1/72	£5.99
TK132	Il-2M Stormovik	NEW 1/72	£5.99
TK101	Il-2M3 Stormovik	1/72	£5.99

Send large sae & request FREE "TOKO" list (ref TK)

CRYSTAL CLEAR CANOPIES by "SQUADRON"

- Highly accurate
- Exceptionally clear
- Can easily be cut
- Kit list, instructions & modelling reference with every canopy set

1/48 & 1/72 SCALE



9523 North American T-6 Texan.

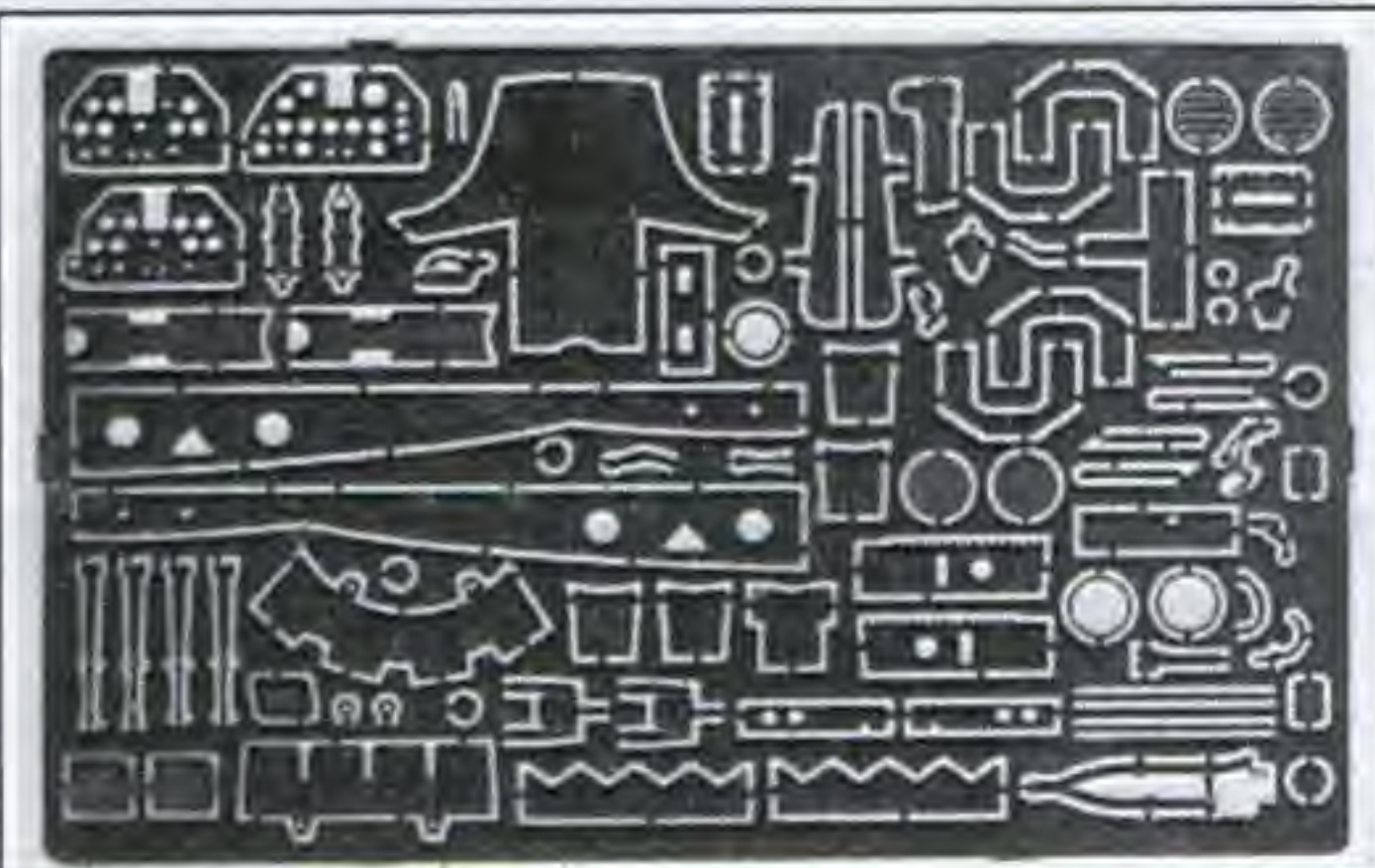
SQ9523	T-6 Texan canopy	1/48	£3.99
SQ9573	B-24H/J Liberator canopy	NEW 1/48	£3.99
SQ9574	Seafire Mk.47 canopy	NEW 1/48	£3.99
SQ9575	Dornier Do.335 canopy	NEW 1/48	£3.99
SQ9576	Spitfire Mk.22/24 canopy	NEW 1/48	£3.99
SQ9577	Kawasaki Ki-100-1b canopy	NEW 1/48	£3.99
SQ9578	Westland Lysander canopy	NEW 1/48	£3.99
SQ9579	P-51D "Dallas" canopy	NEW 1/48	£3.99
SQ9580	P-51B canopy	NEW 1/48	£3.99
SQ9581	P-51B canopy	NEW 1/48	£3.99
SQ9582	P-51B "Malcolm" canopy	NEW 1/48	£3.99
SQ9583	F4U-1/2 Corsair canopy	NEW 1/48	£3.99
SQ9584	Mitsubishi Ki-46 III canopy	NEW 1/48	£3.99

...many 1/72 scale canopies available
 MORE THAN 250 CANOPIES AVAILABLE!
 SEND LARGE (A4) SAE FOR FREE 1998 CATALOGUE

We stock the full range of Squadron products modelling tools

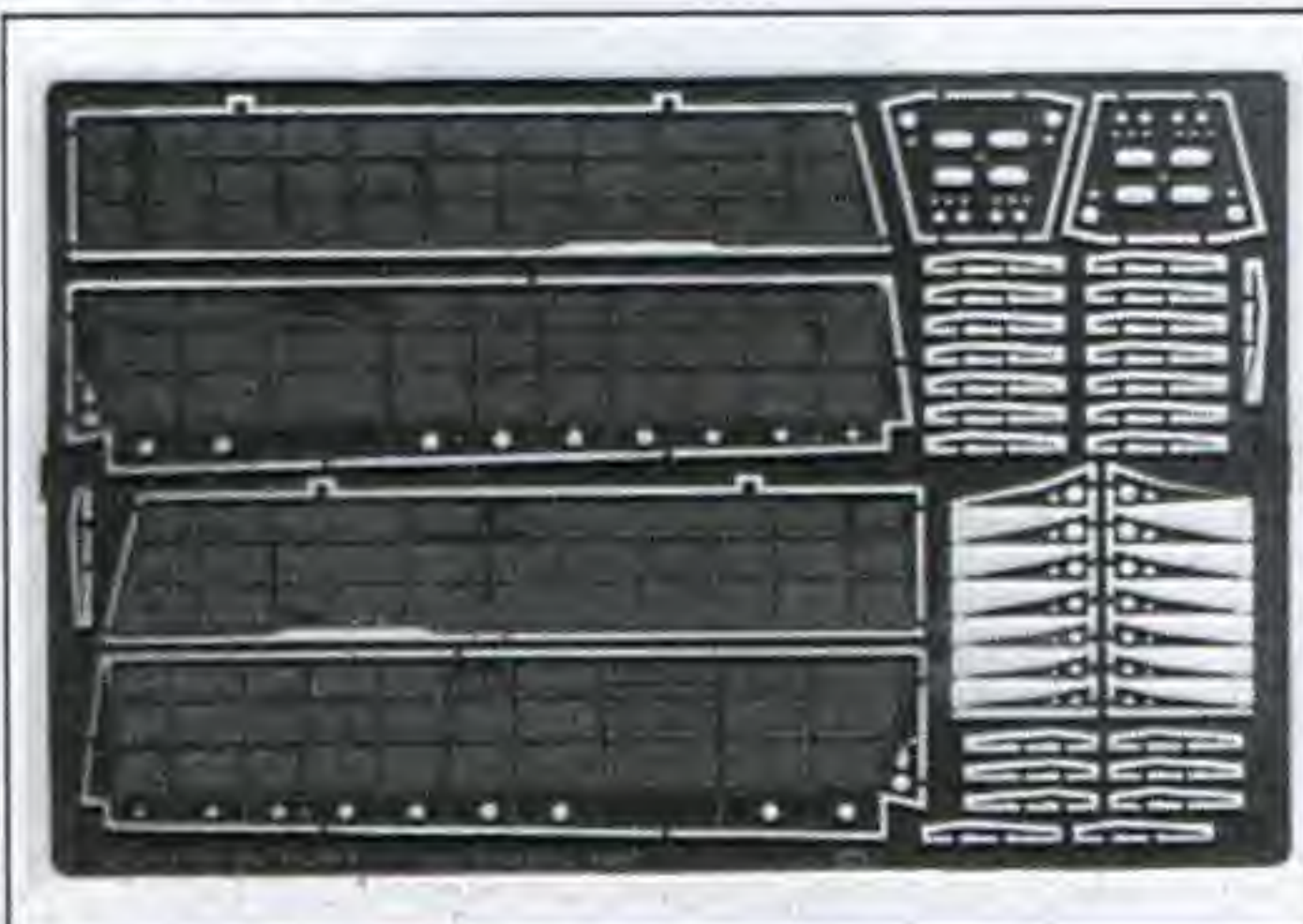
For free catalogues/lists etc state interest & send large sae to
POCKETBOND LTD (Dept SAM/04/98)
PO BOX 80, WELWYN, HERTS, AL6 0ND
 Exclusive UK Distributors Trade Enquiries Welcome
 Tel 01707 391509 : Fax 01707 327466
<http://www.btinternet.com/~pocketbond>

Accessories



48-222 - Curtiss P-40N

from the P-40K set reviewed previously (48-213) and it offers the same amount of both internal and external detail. The only things this set does not include are the separate flaps.



48-223 - Curtiss P-40N Flaps

Scale: 1/48th **Set No.:** 48-223

Subject: Curtiss P-40N Flaps

Type: Update set

Designed for: AMT/Ertl kit

Parts: 44 Etched

Price: £5.45

Well, what do you know, here are the flaps which were 'missing' in the previous set! I don't know about you but getting them included in set 48-213 is fine, but then having to buy them separately for another £5.45 for the N seems a little odd. I for one hope Eduard will update the previous set to include the flaps and offer this one just as 'P-40 flaps'. That said, if you need just the flaps for any P-40 kit, this set will fit the bill.

Scale: 1/48th **Set No.:** 48-225

Subject: Douglas SB-5 Dauntless

Type: Update set

Designed for: Accurate Miniatures kit

Parts: 155 Etched, 6 Acetate

Price: £6.45

Who would have thought you could add any 'extra' detail to the Accurate Miniatures Dauntless (See David Batt's feature on this last month. Vol 4 Iss 3 Pages 175-9). Well Eduard obviously think you can and this

large two fret set includes numerous new parts for each sidewall, new instrument panel sections (complete with acetate backing film), pilot's seat and harness, machine gun trigger units, gunner's seat harness, gun ring and armoured plate for the twin machine guns. Externally there is a new matrix for the oil cooler, separate cowl gills, an engine ignition harness, tie-down hoop for the arrester hook, undercarriage main doors and new fins for the bombs. The set also contains a complete set of perforated dive brakes and internal structure but why anyone in their right mind would go to all the hassle of replacing the superb injected parts from the kit with fiddly brass is beyond me. It only goes to show that some modellers must be just plain daft!

Scale: 1/48th **Set No.:** 48-226

Subject: Curtiss SBD-4 Helldiver

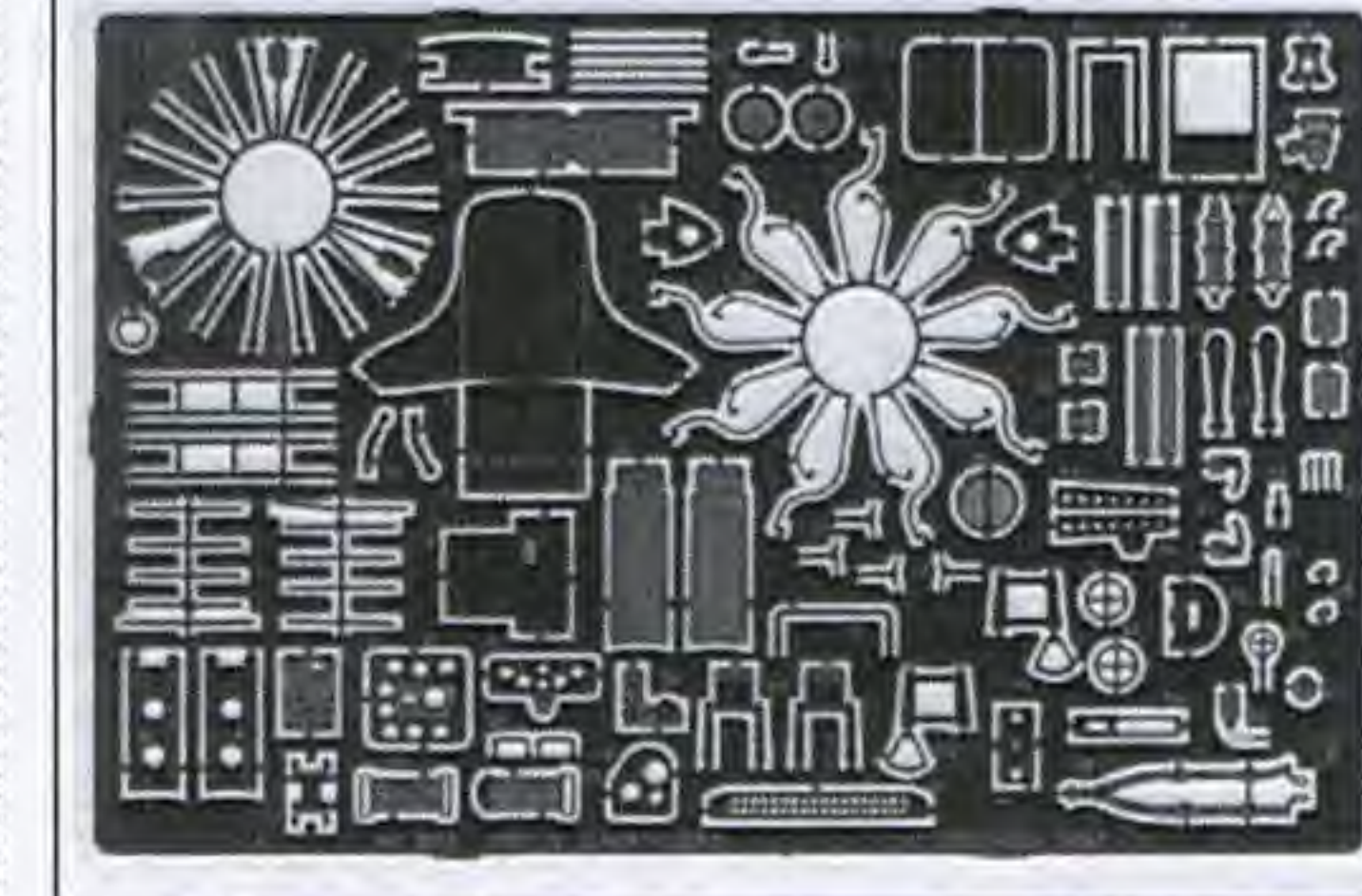
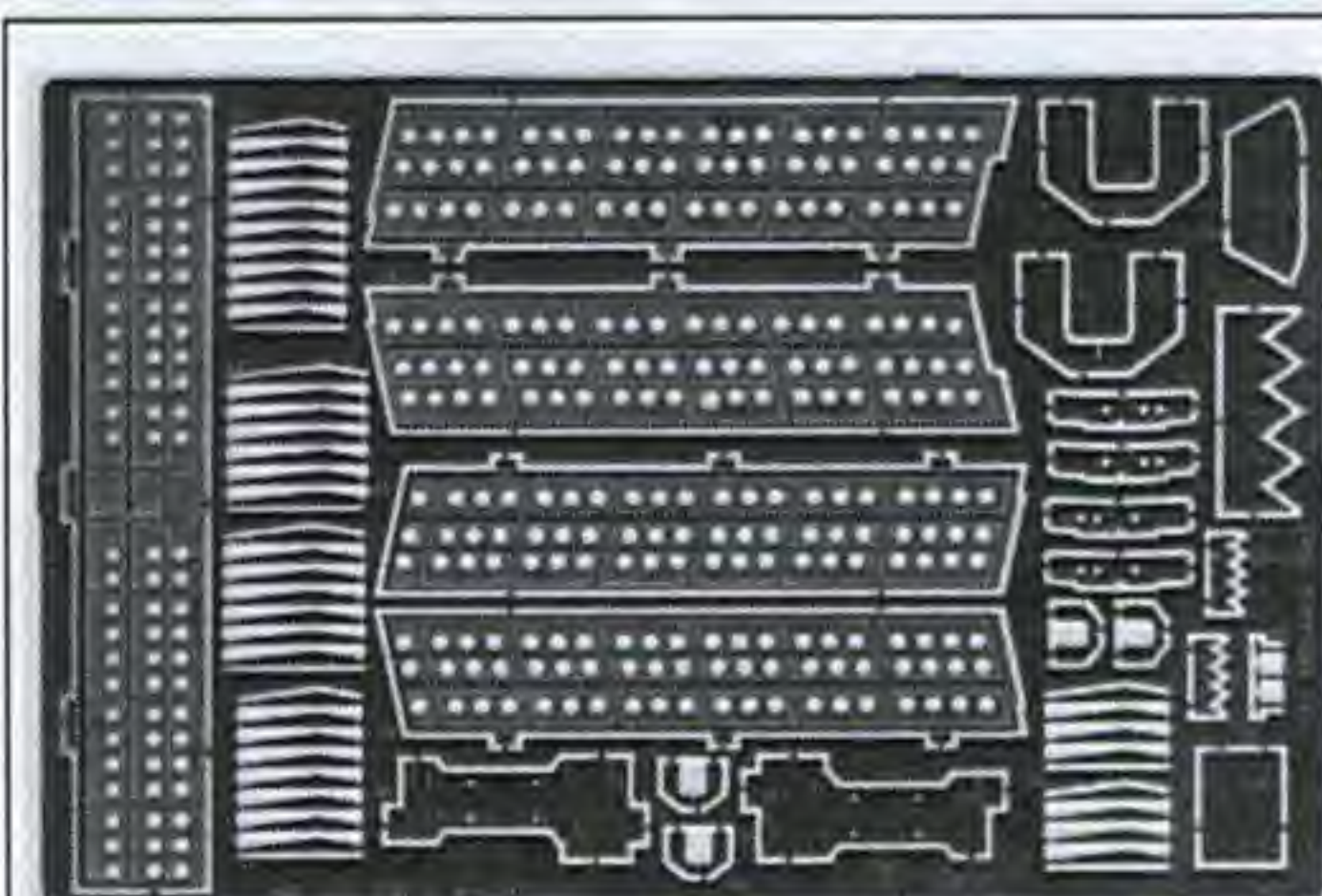
Type: Update set

Designed for: Monogram kit

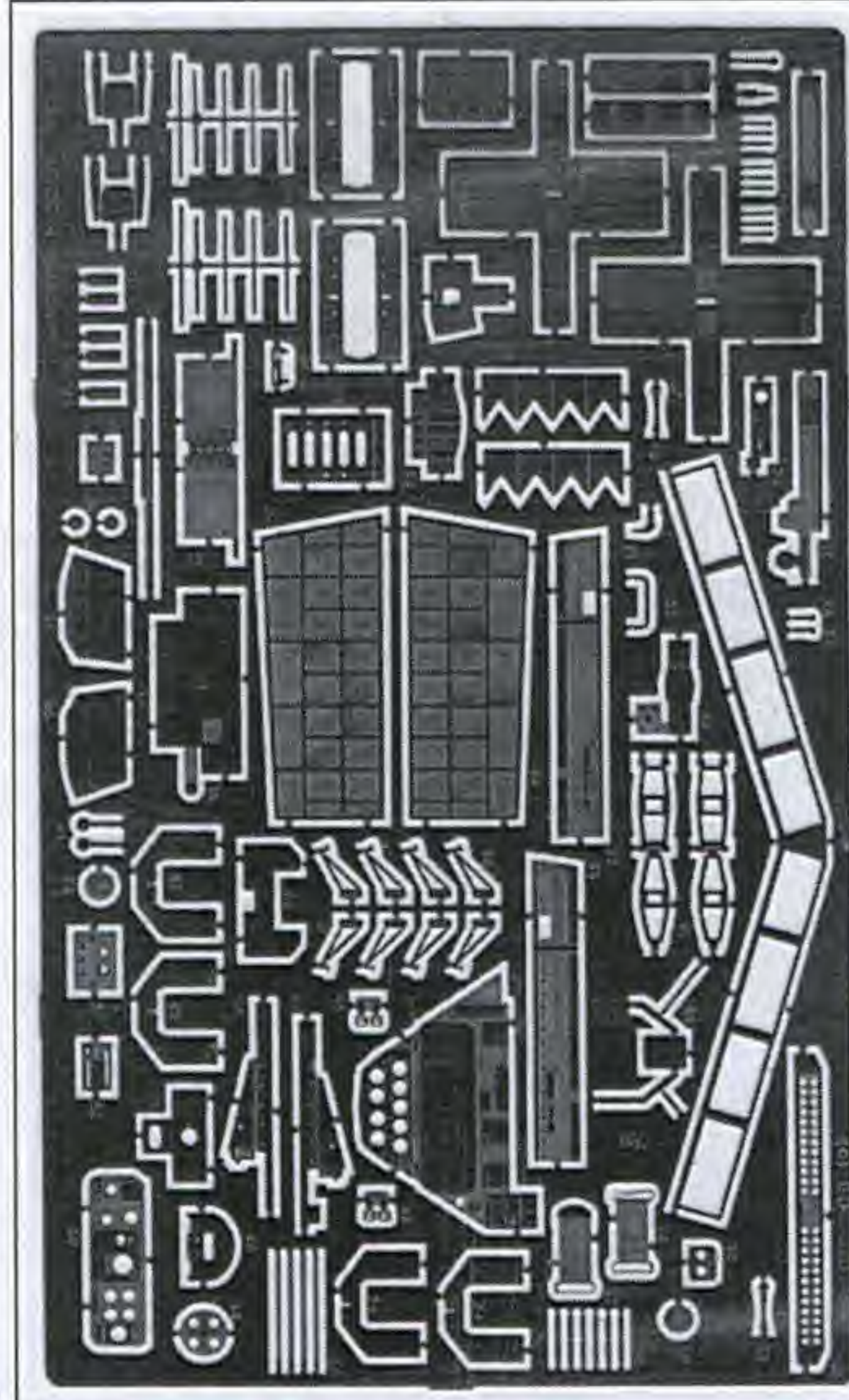
Parts: 118 Etched, 5 Acetate

Price: £6.45

This is the final sheet in 1/48th scale and it offers mainly internal details for the superb Revell-Monogram Helldiver. In the cockpit therefore you get seat harness, a new instrument panel and acetate backing film, throttle levers, rudder pedals, rear gunners ammo bins, armoured plate and ammo belts for the machine guns, various details for the radio equipment racks and the frame and harness for the rear gunner's seat.

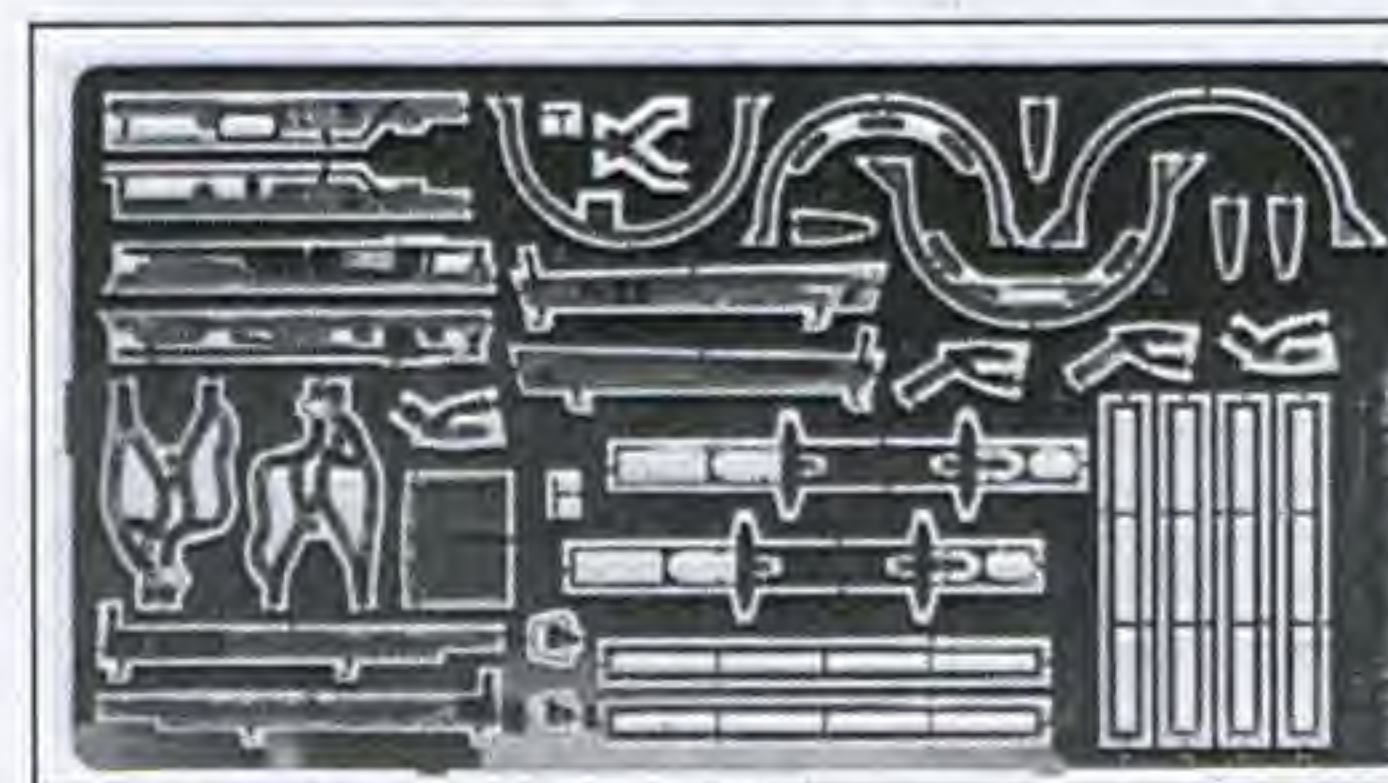


48-225 - Douglas SB-5 Dauntless



48-226 - Curtiss SBD-4 Helldiver

Externally there are new fins for the bombs, the matrix for the air intake on the top of the cowl, bomb rack details, radar antenna and finally the 'air deflector' for either side of the sliding section of the cockpit canopy.



32-032 - McDD F-4C/D Phantom

Scale: 1/32nd **Set No.:** 32-032

Subject: McDD F-4C/D Phantom

Type: Update set

Designed for: Tamiya kit

Parts: 35 Etched

Price: £6.45

This set offers framework and sills for each of the canopy sections along with a complete set of harness for each ejection seat. The final items in the set are formation strip lights for the nose, fuselage and tail, the arrester hook pick-up and various pieces for each of the weapon pylons. This is only a small set, considering the size of the intended kit, but it just goes to show that there is little left you can add to Tamiya's product.

Scale: 1/32nd **Set No.:** 32-034

Subject: Panavia Tornado IDS

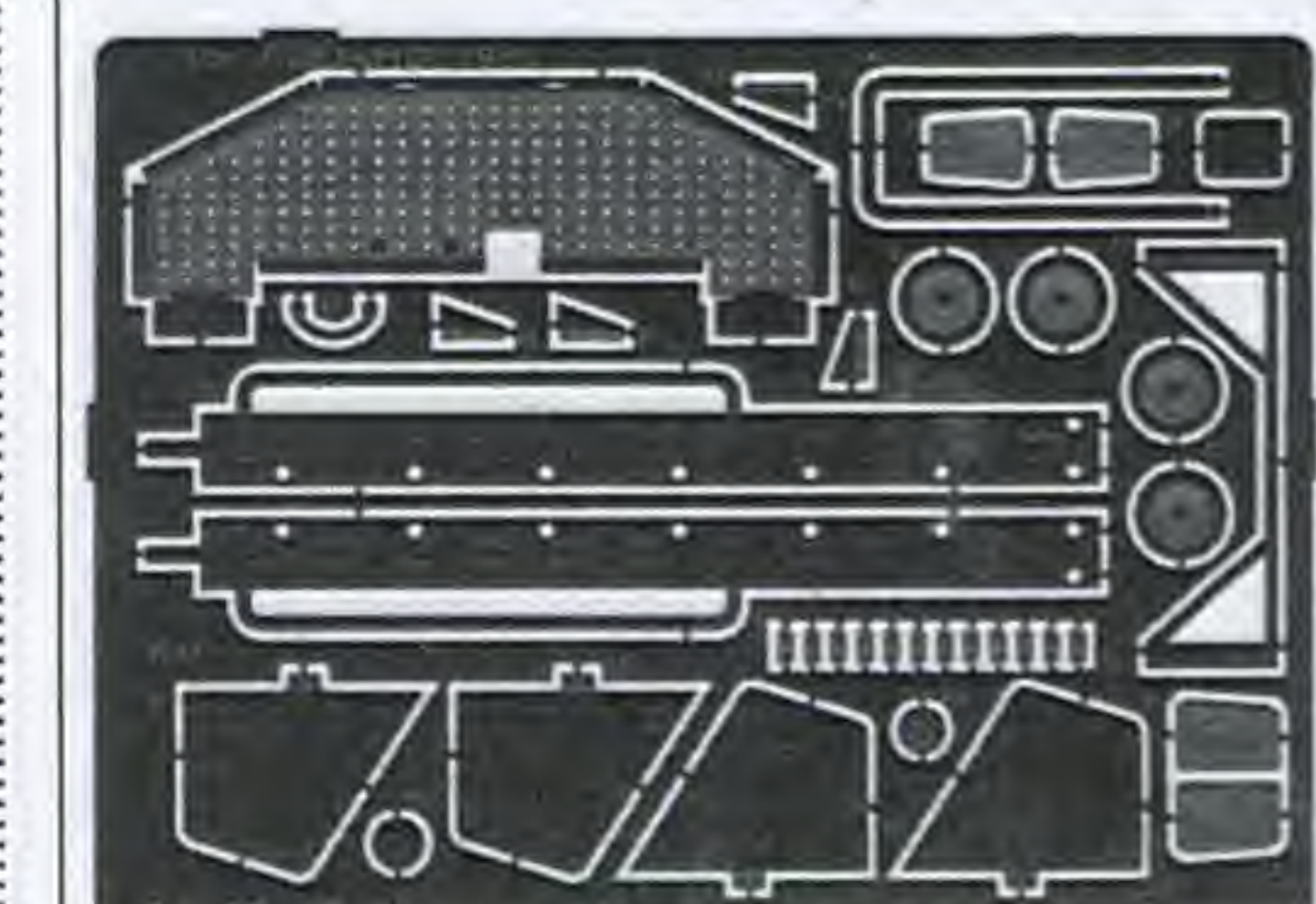
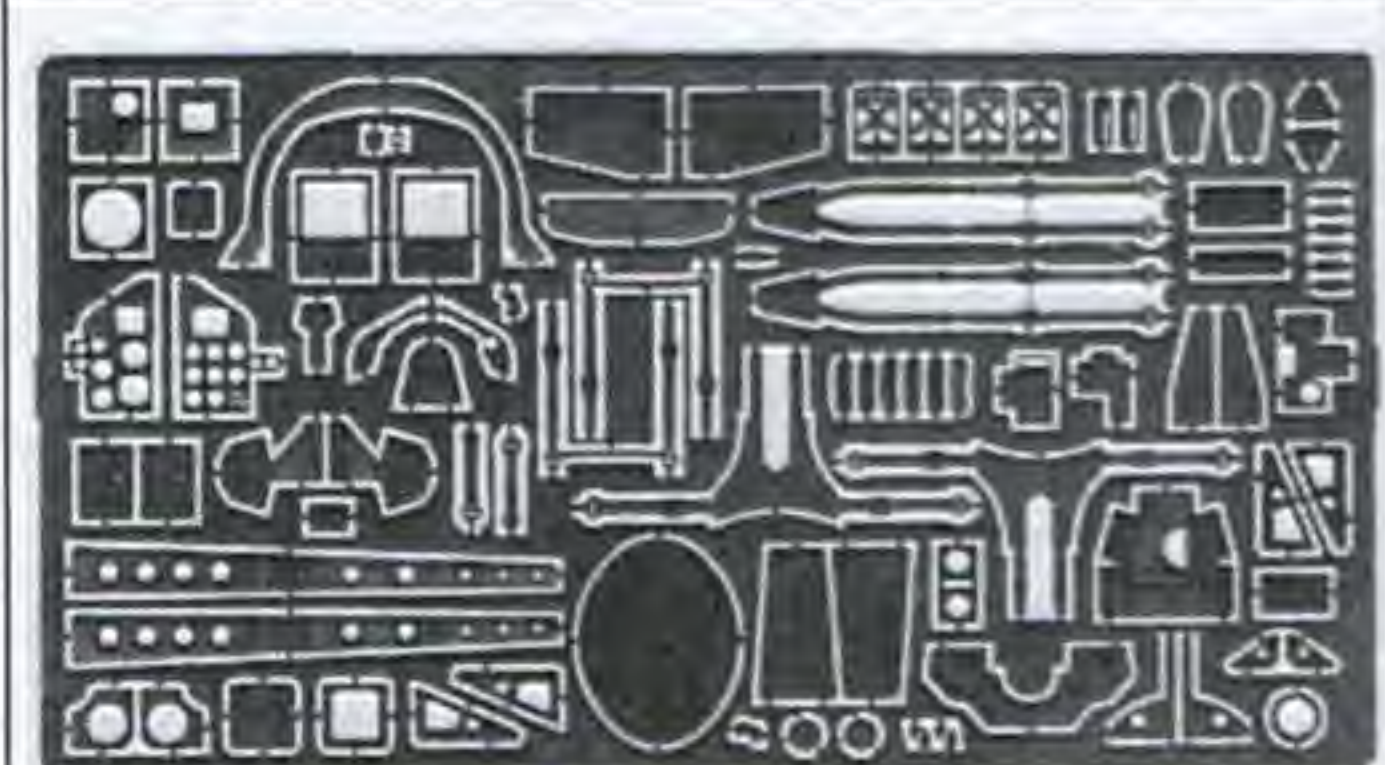
Type: Update set

Designed for: Revell kit

Parts: 123 Etched, 13 Acetate

Price: £6.45

With this set you get new instrument panels (with acetate backing), scanner dish, a full set of straps for each ejection seat, HUD, numerous panels for the rear instrument panel and both canopy sills and frames (complete with mirrors). Externally there are the gas ports for the machine gun, undercarriage bay and door inserts and replacement fins for the drop tanks and missiles. The final item included with this set is an excellent crew access ladder and platform.



32-034 - Panavia Tornado IDS

Overall I feel that each of these sets, if the subject and scale are to your liking, will be of great benefit. The quality of each is excellent and although these 'detail' sets can cost more than the kits they are designed for, I am sure many modellers will welcome the ease and level of detail that they offer.

Our thanks to Four Plus UK for the review samples.

Information

Worldwide Enquiries:
Eduard Model Accessories,
435 21 Obrnice 170, Czech Republic

KINGKIT
THE ORIGINAL KIT DEALER (Est. 1983)



UNMADE PLASTIC KITS
BOUGHT AND SOLD

TOKO 1/72	
Sea Venom	£2.99
IL-2M3 Stormovik	£5.99
Antonov AN74 Coaler	£16.99
Antonov AN72P Military	£16.99
Antonov AN74 Polar	£16.99
P63A Kingcobra Soviet	£5.99
P63C Kingcobra French	£5.99
RP-63G Pinball USAAF	£5.99
Siemens Schuckert DIII/IV	£5.99
Pfalz D.XII	£5.99
AMT/ERTL 1/72	
F100F	£11.99
Ju 88 C4/C6	£11.99
Ju 88 G1/G6	£11.99

ITALERI 1/72	
Horsa Glider	£12.99
Fiat BR20	£9.99
Gotha Go243/244	£9.99
He III Zwilling	£16.99
Mg 323 Gigant	£25.00
Caproni Ca311	£9.99
ITALERI 1/72	
Lysander	£10.99

NOVO 1/72 IMPORTS	
Whitley	£9.99
Attacker	£5.99
Miles Master	£4.99
Miles Magister	£4.99
Barracuda	£4.99

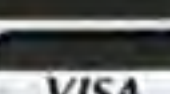
MATCHBOX 1/72	
Lysander	£4.99
AW Siskin	£3.99
Bac Lightning F6	£6.99
Mosquito	£5.99
Jaguar T2	£4.99
Canberra PR9	£11.99
Heyford	£11.50
Stranraer	£11.50
Sea Harrier FR1	£4.99
Privateer	£11.50

AIRFIX 1/72	
HP Hampden	£9.99
Henschel 123	£6.99
Harrier T10	£9.99
Auster Antarctic	£9.99
Defender	£14.99

UK P&P £3.50 per order, Overseas at approx cost via Credit Card
Secondhand Kit list 33 now available with over 10,000 items listed - £3 or free with any order.
Secondhand Book list 10 now available, 2000 titles - £1

SPRINGHILL TRADING ESTATE,
ASTON STREET, SHIFNALL,
SALOP TF11 8DR

TEL: 01952 405020
FAX: 01952 405030
e-mail KingKit
@compuserve.com



BEANEYS

55 WEST STREET • SITTINGBOURNE • ME10 1AN
TEL/FAX: 01795 472815

headcorn.demon.co.uk/invicta.

Stockists of

★ TAMIYA ★ REVELL ★ ITALERI ★ HASEGAWA ★ FUJIMI
★ AMT ★ AIRFIX ★ HOBBYCRAFT ★ ARII
AEROMASTER ACRYLICS & DECALS
(minimum 3 colours - post free when purchased with a kit)

Plus the more unusual eg:-

MPM, PAVLA, DYNAVECTOR, HUMA, HiPM etc

INVICTA MODEL ACCESSORIES

1/48 T7 RESIN CONVERSION FOR ACADEMY HUNTER -
DETAILED COCKPIT WALLS, SEATS ETC,
2 VACFORM CANOPIES - £22.50

1/48 TROLLEY + TORPEDO	METAL/RESIN
1/32 TORPEDO	RESIN/METAL
ROCKET + RAIL SETS (x8)	METAL
DETAILED/WEIGHTED WHEELS	RESIN
1/32 DESIGNED FOR REVELL KIT ONLY	
A FEW LEFT OF THESE CASTINGS	



New from Squadron

Three of the latest products from this company are additions to their excellent series of replacement vac-formed canopies.

Scale: 1/48th **Set No:** 9573



9573 - Consolidated B-24H/J Liberator

Subject: Consolidated B-24H/J Liberator

Type: Replacement Canopy and Bombardier's glazing

Designed for: Monogram kit

Parts: 2 Vac-form (clear)

Price: £3.99

This set comprises two large and crystal clear vac-formed components. The first is a complete new cockpit glazing and to fit this the instructions note that you have to cut

away all the kit's framing (indicated on the instructions), before this new glazing can be added. The other piece is the bombardier's window and the one offered in this set is suitable for all B-24H, L & M models and some B-24J's. Further reference material will be required to ensure that your chosen version does have this style of glazing fitted.

Scale: 1/48th **Set No:** 9580

Subject: North American P-51D Mustang

Type: Replacement Canopy

Designed for: Tamiya kit

Parts: 2 Vac-form (clear)

Price: £3.99

This set offers two complete glazings for the Tamiya kit. Each comes in two sections, namely main (sliding) section and the windscreen. Each is crystal clear with nicely done raised framework and they should act as direct replacements for the kit components.

Scale: 1/48th **Set No:** 9583

Subject: Vought F4U-1A 'Birdcage' Corsair

Type: Replacement Canopy

Designed for: Tamiya kit

Parts: 2 Vac-form (clear)

Price: £3.99

Once again, this set offers two complete new canopies for the subject kit. As with the P-51D set, they are each offered in the two sections and they feature restrained raised framework.

Overall these new items are excellent. They are produced by Falcon in New Zealand for Squadron, so anyone who uses Falcon's canopies will be well aware of their quality. The materials used are beautifully clear and although not that easy to cut, they are strong enough to handle and this



9580 - North American P-51D Mustang



9583 - Vought F4U-1A 'Birdcage' Corsair

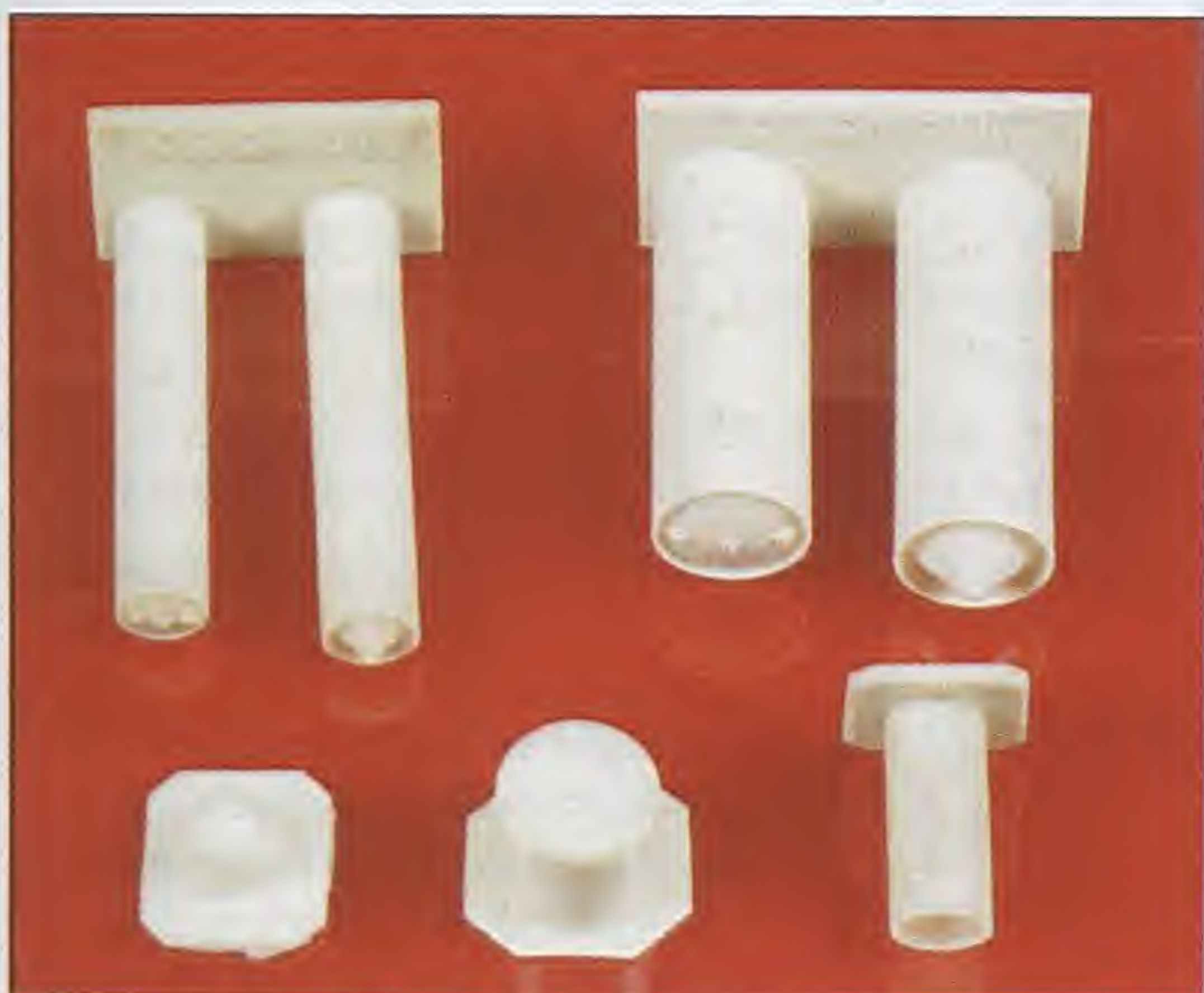
certainly makes painting them a fair bit easier. At nearly £2.00 a canopy they may seem expensive, but the glazing of a kit is the 'make or break' (along with building, filling, painting and decalling!), so it is nice to have a spare included for good measure.

Our thanks to Pocketbond Ltd. for the review samples

Information

Worldwide Enquiries: Squadron Products, 1115 Crowley Drive, Carrollton, TX 75011-5010, USA
Tel: 972 242 1485 Fax: 972 242 3775

New Accessories from Belcher Bits



This is set BB-09 (2,000lb and 4,000lb HC bombs), before painting...



... and this is set BB-09 after painting

A couple of new resin sets of 'cookies' have been produced by this firm in 1/48th scale and samples of them have made their way to us.

Scale: 1/48th **Set No.:** BB-09

Subject: RAF Cookies (2,000lb and 4,000lb HC bombs)

Type: Accessory

Designed for: Suitable RAF WWII Bombers

Parts: 7 Resin

Price: \$13.99

The High Capacity or 'HC' bomb is better known to many as a 'cookie' and at last, thanks to Belcher Bits, you can make up examples in 1/48th scale. This set allows you to make up either the 2,000lb HC Mk I complete with retarder parachute container, the 2,000lb HC Mk I with the 'slotted' drum tail or the 2,000lb HC Mk III. With the bigger sized version you can make either the 4,000lb HC Mk I or the Mk III. Now I say that is all you can make, but because the 'drum' tail of the 4,000lb is basically just a tube, you could make up a duplicate and therefore make both 4,000lb bombs from this set, the

same also goes for the 2,000lb. All you would have to do here is get a suitable sized piece of tube and copy the slots cut into it before adding it to the Mk I or Mk III body. The only thing you can't do is make the Mk I with the parachute and the slotted tail, as you only get one Mk I bomb body. Nevertheless, this set is beautifully produced and with a little extra work offers four complete bombs, not bad!

Scale: 1/48th **Set No.:** BB-109

Subject: 8,000lb and 12,000lb HC bombs)

Type: Accessory

Designed for: Suitable RAF WWII Bombers

Parts: 5 Resin

Price: \$15.99

The 8,000lb HC 'Super Cookie' and 12,000lb 'Blockbuster' bombs are basically just 4,000lb HCs joined together in modular form. This new set from Belcher allows you to make up

an 8,000lb HC Mk II and a 12,000lb HC Mk II. Because the forward sections of each are identical, but their suspension lugs were not (think about the CoG), each one has to have a set of lugs removed. These are indicated in the instructions, so take heed and make sure you remove the right ones. The 8,000lb did not have any form of tail, but the 12,000lb did. A standard tail with a radial ring fin and six finlets was fitted and although the 'ring' is supplied, you will have to make up six finlets from plastic card. The template for these is included on the instruction sheet.

Overall these are excellent products and it is about time we had good quality, accurate weapons to pose near our models. The quality of the resin and the level of detail attained in what many will think is 'just a tube', is most commendable and I for one can only hope these will be followed with others like the 2,000lb AP, 250lb and 500lb TI, 250lb AS, etc. etc. etc!

Our thanks to Belcher Bits for the review samples.

Information

Worldwide Enquiries: Belcher Bits, 33 Spruce Street, Sittsville, Ontario, Canada. K2S 1P3
Tel: (613) 836-6575
Email: belcher@mondenet.com



Set BB-10, 8,000lb and 12,000lb HC bombs, before painting...



... and this is set BB-10 after painting

Latest Fw 190 sheets from EagleCals

The publishing house of Eagle Editions Ltd in the USA have utilised the excellent research used to create many of their titles to produce a number of new decal sheets. Most of the sheets so far have looked at the Fw 190 and the most recent two are no exception.

EC#5 Fw 190s of JG 1

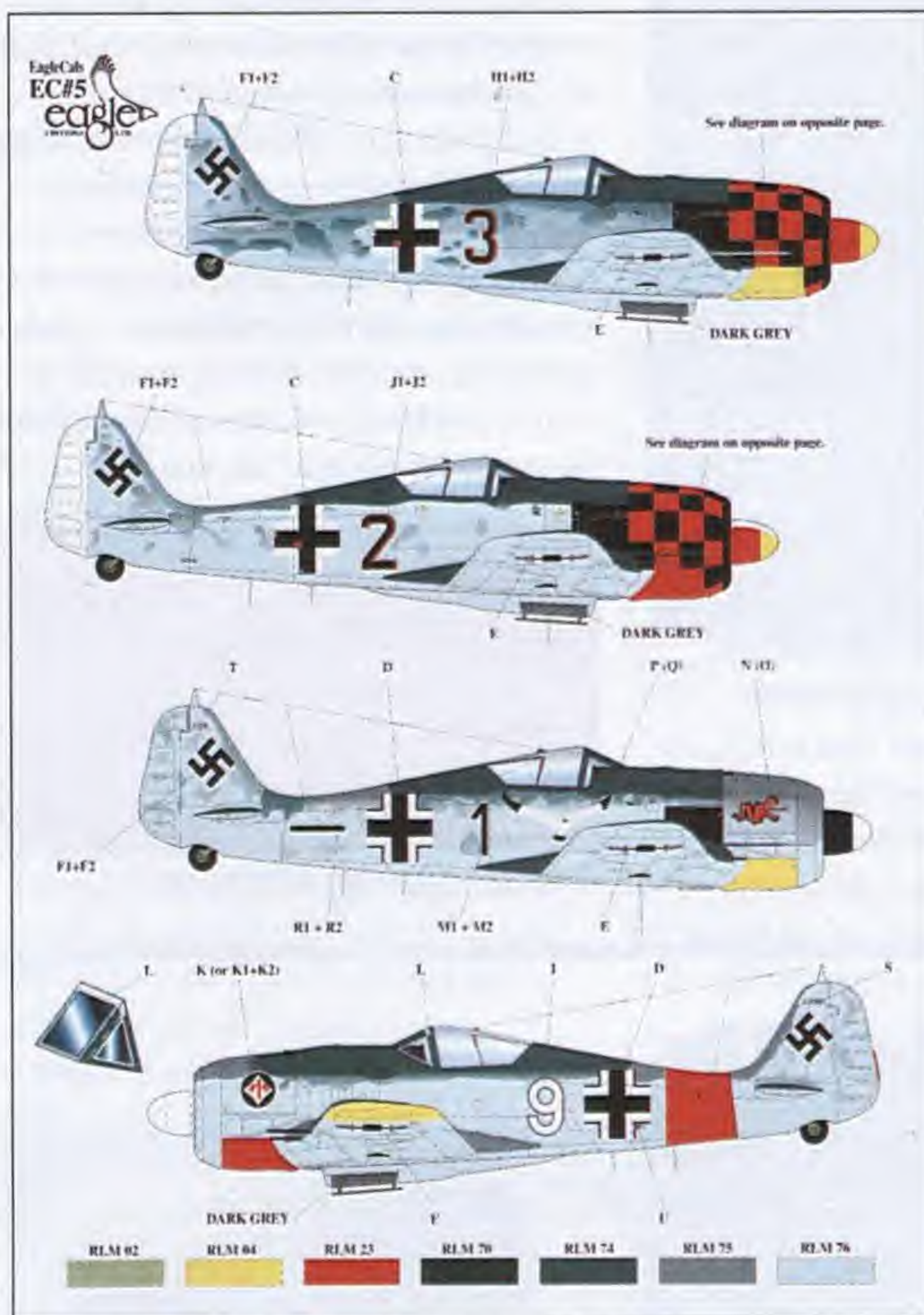
- 1. Fw 190A-6, 'Black 3' of 2./JG 1 which is thought to have been flown by Lt. Anton-Rudolf Piffer. This machine is RLM 74/75 over 76 with a mottle of 74/75 on the fuselage sides and vertical tail. The lower engine cowl is yellow while the rest of the cowl is covered in red and black checks. The rudder is white and the spinner, red and yellow.
- 2. Fw 190A-6, 'Black 2' of 2./JG 1 flown by an unknown pilot. This machine is in the same overall scheme as the previous option although the lower engine cowl is now red and the spinner is half red and yellow and half white.
- 3. Fw 190A-5, 'Black 1', W/Nr. 7328 flown by Hptm. Dietrich Wickop the Staffelführer of 5./JG 1. This machine is once again RLM 74/75 over 76, although the lower engine cowl is in yellow with the spinner in black (or RLM 70) with a white tip. This aircraft has a large bird painted below the cockpit canopy.
- 4. Fw 190A-7, 'White 9', W/Nr. 430965, flown by Hptm. Alfred Grislawski the Staffelführer of 1./JG 1. This machine is in the RLM 74/75/76 scheme but has the lower cowl in red, the spinner in white and each lower wing tip in yellow. The

unique markings for each option along with two sets of national insignia and one set of swastikas. A complete set of stencils

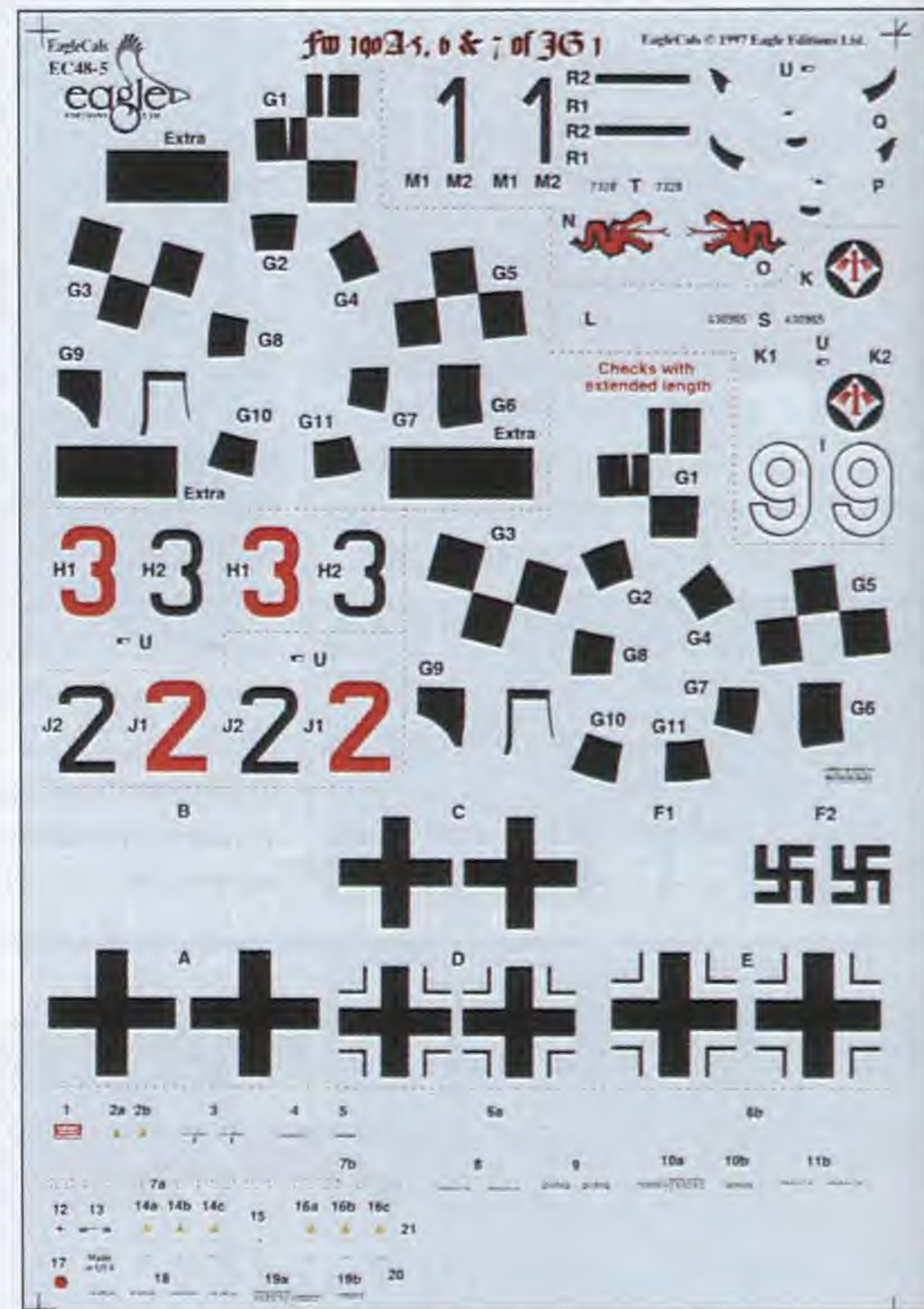
the lower engine cowl in yellow and the spinner in black (or RLM 70) with a white spiral. The red RVD band of JG 1 is

74/75/76 overall scheme but the lower engine cowl and spinner are yellow, whilst the rest of the cowling is covered in black and white horizontal stripes. The red RVD band of JG 1 is also carried.

• 4. Fw 190A-7, 'Black 3', W/Nr. 430352,



This is the instruction sheet for EagleCal sheet EC#5



The decal sheet itself for EC#5 in 1/48th scale is superb

is also included, as are two different sets of black checks for the engine cowling.

This sheet is also available in 1/72nd scale.

carried on the aft fuselage.

• 2. Fw 190A-7, 'Yellow 5' flown by an unknown pilot of 6./JG 1 at Störmede in April 1944. This machine is in an identical

flown by an unknown pilot of 2./JG 1 in early 1944. This machine is basically in the same scheme as the previous option, but on this aircraft the spinner is red.

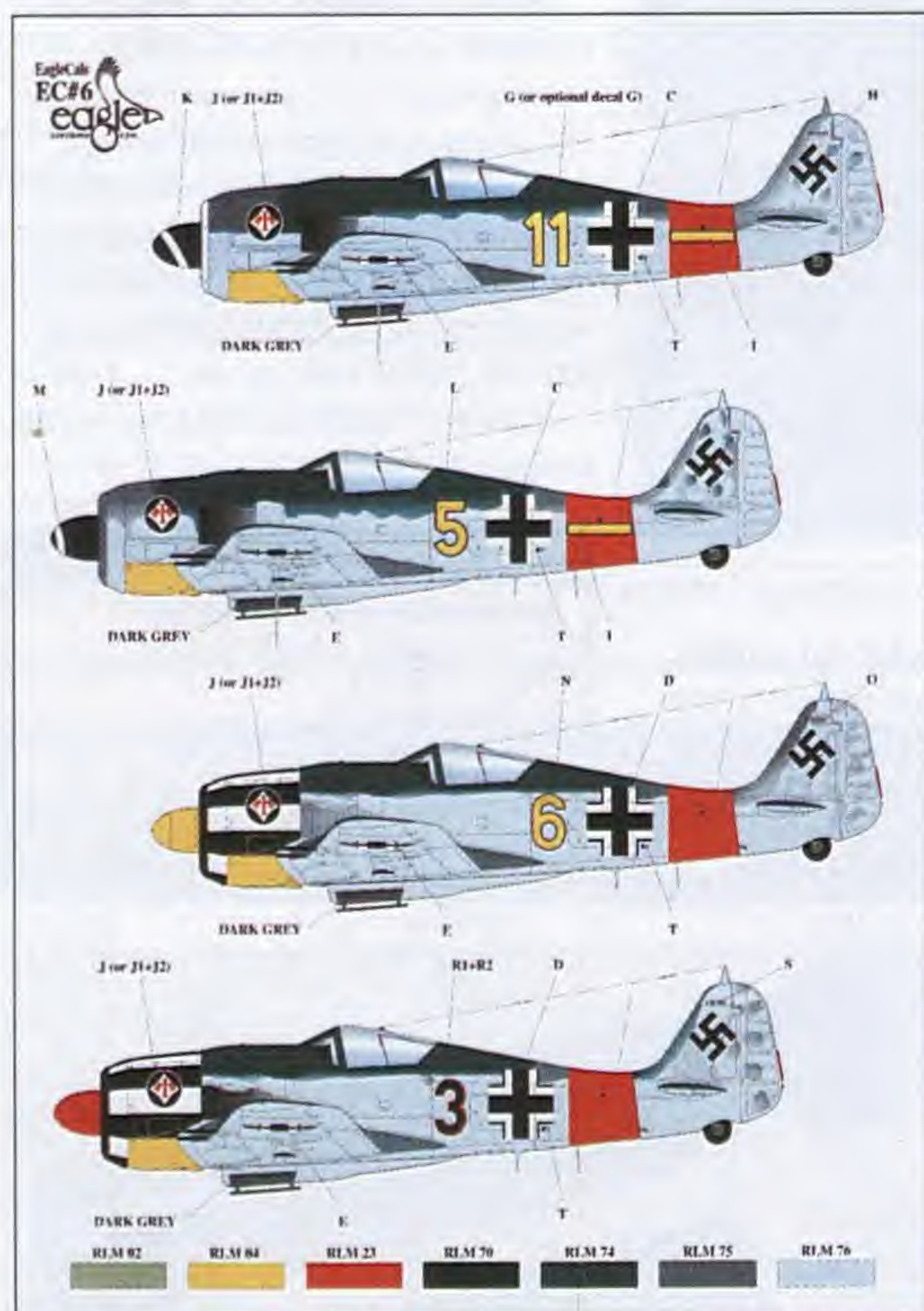
Once again this sheet includes a full set of stencils, one set of swastikas and two sets of national insignia, plus all the unique markings for each option and that includes the engine cowl black stripes.

This sheet is also available in 1/72nd scale.

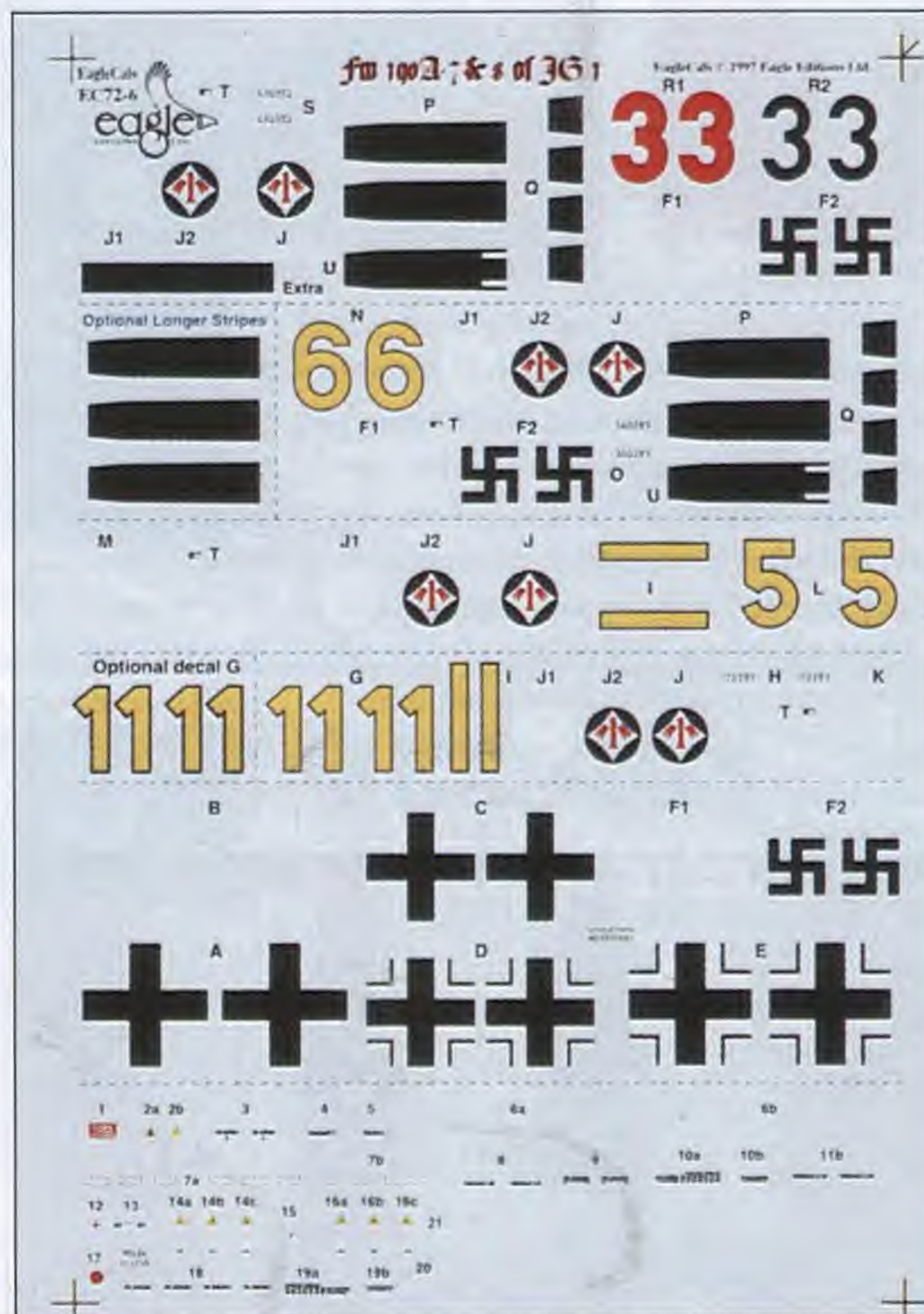
Overall these sheets are superb, the quality and production are easily up to the high standards we all expect from decals nowadays and the research which has gone into each makes for a very attractive package. Each image has good colour density and excellent clarity, even the small stencilling. The full colour instructions are a nice touch, as is the detailed narrative text with each option. Modellers should be in no doubts as to the correct scheme for each of the options offered on these sheets.

The release in both 'popular' scales is a good move and we all look forward to their next subjects, which will be the Fw 190D-9 of the 'Green Hearts'.

Our thanks to Eagle Editions for the review samples.



Full colour is employed on all EagleCal instructions, this is those for EC#6



These are the 1/72nd scale versions of decal sheet EC#6

aircraft also carries the red RVD band of JG 1 around the aft fuselage.

The quality of the decals themselves is excellent and the sheet offers all the

EC#6 Fw 190s of JG 1

- 1. Fw 190A-8, 'Yellow 11', W/Nr. 170393, flown by Alfred Bindseil of 6./JG 1 in April 1944. This machine is RLM 74/75/76 with

scheme to the previous option.

- 3. Fw 190A-7, 'Yellow 6', W/Nr. 340283, flown by Fw. Gerhard Geise of 3./JG 1. This machine is in the usual RLM

Information

Worldwide Enquiries:
Eagle Editions Ltd., PO Box 580, Hamilton,
MT 59840, USA.
Tel: 406/363-5415 Fax: 406/375-9270

Regia Aeronautica Insignia from MisterKit

Many of you will have seen the Fiat G-50 kit and the new range of acrylic paints reviewed elsewhere in this edition, well decal manufacture is another string in this Italian firm's bow.

1/72nd scale

MKDS 001 Stemmii di Reparto Regia Aeronautica

This sheet offers unit and squadron insignia for the following:

- 1. 239o Squadriglia B.A.T., 102o Gruppo - Junkers Ju 87
- 2. 106o Gruppo, 47o Stormo (Egeo) - Cant Z.1007bis
- 3. 107o Gruppo, 47o Stormo (Egeo) - Cant Z.1007bis
- 4. 41o Stormo (Linate Pozzolo - 1943) - Dornier Do 217J-1/J-2, Caproni Ca 313 & Saiman 202
- 5. 32o Stormo (Elmas/Algeria) - Savoia Marchetti S.79 & S.81
- 6. 172o Squadriglia (C.A.I. - Belgio) - Cant Z.1007bis
- 7/8. 91o Squadriglia 'Baracca' - SPAD S.VII, S.XIII and Nieuport-Delage NiD.29
- 9. 14o Squadriglia B.T., 7o Stormo (A.O.I) - Caproni Ca.101
- 10. National Insignia suitable for the Ro.37A30/bis
- 11. National Insignia suitable for the Caproni Ca.101/111/133
- 12. 8o Gruppo C.T., - Macchi MC.202
- 13. 73o Gruppo, 127o Squadriglia (El Adem - 1940) - Ro.37bis, Caproni Ca.310, Caproni Ca.311 & Ca313
- 14. 41o Gruppo Autonomo Aerosiluranti -



The stunning new decal sheet from MisterKit

Savoia Marchetti S.84 & S.79

- 15. 176o Squadriglia - Cant Z.1007bis
- 16. 96o Gruppo B.A.T. - Junkers Ju 87, Savoia Marchetti SM.85 & SM.86

- 17. 96o Gruppo B.A.T., 237o Squadriglia - Junkers Ju 87
- 18. 105o Gruppo B.T. - Savoia Marchetti S.79

- 19. A.L.I. (Avio Linee Italiane) - Ro.10 (Fokker F.VII/b3m)
 - 20. 18o Gruppo C.T., 3o Stormo - Fiat CR.42
 - 21. 18o Gruppo C.T., 3o Stormo 'Frecce' - Fiat CR.32 & CR.42
 - 22. 160o Gruppo Autonomo C.T. - Fiat CR.32, CR.42, G.50, Ro.1 & Re.2001
 - 23. 21o Gruppo Caccia - Macchi MC.200
 - 24. Stormo 'Baltimore' - Martin Baltimore & Fiat BR.20/20M
 - 25. 50o Stormo Assalto - Fiat CR.42, G.50, Caproni AP.1, Ro.41, Fiat Cr.20, Caproni Ca.100, Breda Ba.64/65, Ansaldo AC.3 & Re.2002
 - 26. 18o Stormo B.T.
 - 27. 187o Squadriglia B.M. - Cant Z.501
- Although this is a small sheet (just 110mm x 125mm), the quality of each insignia is stunning. Two of each insignia are offered, as well as a set of four of the two types of national insignia. The colour density is quite striking and carrier film is minimal. Italian aircraft were always colourful and these new insignia will leave you in no doubt once you apply them to a model. They are the real 'finishing touch' to a model and I would consider them a real 'must' for all Italian A.F. fans.

My only question now is 'can we have them in 1/48th scale please?' Our thanks to MisterKit for the review sample.

Information

Worldwide Enquiries:

MisterKit s.a.s, Via Monviso, 107, 20089 Rozzano, Milano, Italy.
Tel 02/824 3791

Latest Helicopter Markings from Belcher Bits

Two of the more recent decal sheets from this source, are for RCAF and CAF helicopters and are offered in 1/48th scale. Each of them has made their way to us for review directly from the manufacturer.

BD1 Canadian Naval Helicopters

- 1. HO4S-2, S/No. 961, HMCS Magnificent, 1953. This machine has the upper decking in Dark Grey 501-102 and the lower fuselage and underside in Light Grey 501-106. This machine was initially looked after by the RCAF and therefore carried that style of roundel (thin blue edge).
- 2. HO4S-2, S/No. 253, HMCS Bonaventure, 1958. This machine has the upper decking in Dark Grey 501-102 and the lower fuselage and underside in Light Grey 501-106. This machine has the RCN style of roundel with the thick blue edge.
- 3. Sikorsky CHSS-2, S/No. 4003, HS-50 in 1963. This machine is in an RCN scheme of Dark Grey upper decking over a Light Grey airframe. The sponsons and supports are also Dark Grey on top and the entire nose and rear fuselage band are dayglo red.
- 4. Sikorsky CH-124A, S/No. 12438 in 1974. This helicopter was Grey (501-109) overall with aluminium borders to the Canadian flags on the tail booms and the floatation bags in Medium Grey.
- 5. Sikorsky CH-124A, S/No. 12438 in

1991. By this time, this machine was overall Medium Grey (FS 26173) with all

markings 'low-vis' in Dark Grey (FS 26099).



BD1: Canadian Naval Helicopters

BD2 RCAF/CAF Helicopters

- 1. H-19, S/No. 9626 of 108 Comm Flight in 1955. This machine is Red over Blue with a 2" white cheatline separating the two.
- 2. H-34, S/No. 9633 of 108 Comm Flight in



BD2: RCAF/CAF Helicopters

1955. This machine is in the same overall colour scheme as the previous option.

- 3. CH-136 Kiowa, S/No. 136123 in 1971. This machine is green overall with yellow doors, engine cowls and stabilisers and a 33" wide band around the tail. The landing gear, struts and antenna are all black.
- 4. CH-136 Kiowa, S/No. 136207 of 3CFFTS in 1980. This machine is in the final training scheme and so is similar to option 3, but the yellow areas have been extended down each fuselage side, leaving only the undersurface in green, along with the tail boom.
- 5. CH-136 Kiowa, S/No. 136238 of 10 TAG in 1980. This machine is in the tactical scheme of grey and green in a camouflage effect.
- 6. CH-136 Kiowa, S/No. 136238 of 10 TAG

- in 1987. At this time, this machine was in the final tactical scheme of two tone green in a disruptive camouflage pattern.
- 7. CH-139 Jet Ranger, S/No. 139305 of 3CFFTS in 1987. A scheme basically similar to option 4 is employed on this machine.
- 8. CH-118 Iroquois, S/No. 118103 in 1970. The initial training scheme of overall green with red engine cowls, stabilisers and a 36" yellow band on the aft tail boom are applied to this helicopter.
- 9. CH-118 Iroquois, S/No. 118102 of the Base Rescue Fleet at CFB Cold Lake in 1973. This machine is overall white with wide bands of red on the nose and mid-fuselage, plus a band mid-way along the tail boom.
- 10. CH-118 Iroquois, S/No. 118104 of the

- Base Rescue Fleet at CFB Chatham in 1980. The final rescue scheme of yellow overall with a black bordered red band around the mid-fuselage is applied to this machine.
- 11. CH-135 Twin Huey, S/No. 135135 of the SAR flight at CFB Trenton in 1985. This machine is in the same overall scheme as the previous option.
- 12. CH-135 Twin Huey, S/No. 135132 of 10 TAG in 1975. The initial tactical scheme of grey and green over light grey are applied to this helicopter.
- 13. CH-135 Twin Huey, S/No. 135131 of 10 TAG in 1980. An intermediate tactical scheme of grey and green camouflage overall is carried by this machine.
- 14. CH-135 Twin Huey, S/No. 135131 of 10

TAG in 1987. The final tactical scheme of two shades of green is carried by this machine by this time.

Each of these sheets is of extremely high quality and they offer a mass of national insignia along with all the unique markings and insignia to make up each of the options. The colour density is very good and no excess carrier film was noted. Each image is glossy and should settle onto most models without too much bother.

If you like the RCAF/CAF and helicopters in this scale, you will be delighted by these two sheets.

Our thanks to Belcher Bits for the review samples.

Latest from ADS

Two of the most recent decal sheets from this source have made their way to us and they are both in 1/48th scale. Unfortunately we did not have the full instruction sheets with these samples, so our details will remain brief.

ADS 003-48 Hawker Hunter F.6, T.7, T.7a, F.76, F.76a, T.77 and FGA.9

- 1. FGA.9 'X' of No.8 Sqn., RAF. This machine is Medium Sea Grey and Dark Green over aluminium.
- 2. T.7 '83' of No.16 Sqn., RAF. This machine is red and white over Light Aircraft Grey.
- 3. T.7 'Z' of No.74 Sqn., RAF. This aircraft is aluminium with yellow bands around the fuselage and wings.
- 4. T.7 'Y' of No.8 Sqn., RAF. This machine is Medium Sea Grey and Dark Green over aluminium.
- 5. F.6 'P' of No.74 Sqn., RAF. This machine is also Medium Sea Grey and Dark Green over aluminium.
- 6. T.7a 'X' of No.74 Sqn., RAF. Once again this machine is Medium Sea Grey and Dark Green over aluminium.
- 7. F.76 '701' of the Abu Dhabi Air Force. This aircraft is sand and brown over Sky Blue.
- 8. T.77 '712' of the Abu Dhabi Air Force. This aircraft is in the same overall scheme as the previous option.
- 9. F.76a '708' of the Abu Dhabi Air Force. A final machine in the sand, brown and Sky Blue scheme.

Overall this is an excellent sheet with a complete set of national insignia for each featured nation, complete unit badges and aircraft serial numbers plus a number of ejection seat warning triangles and even pilot names for the RAF machines.

UK Price £5.95



The excellent new Hunter sheet from ADS in 1/48th scale

ADS 010-48 Middle Eastern Spitfires 1948

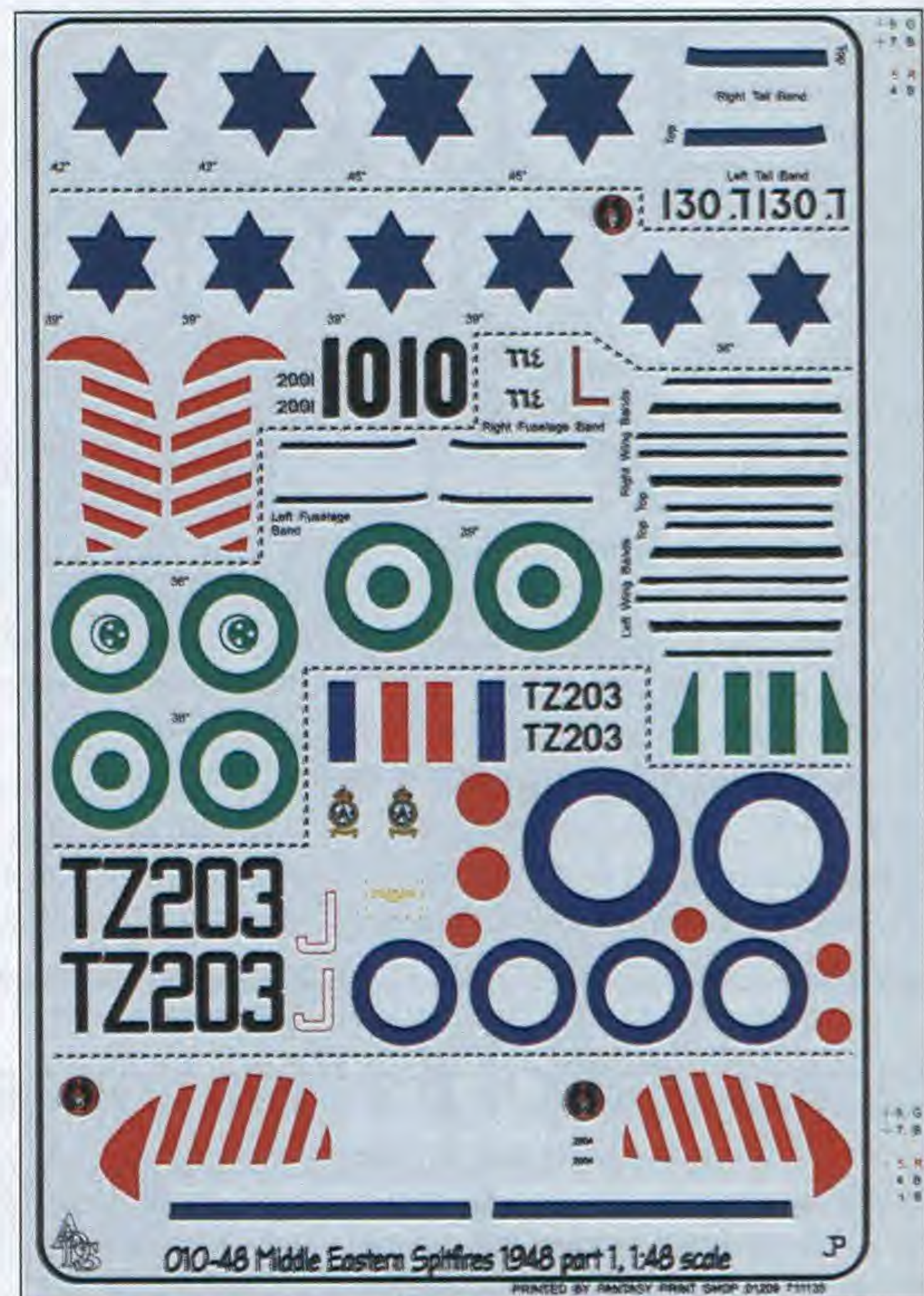
- 1. Mk IX, 'D-130', 101 Sqn Israeli A.F. This was a hybrid machine made from parts and was the first Spitfire operated by the I.A.F. Photographs and colour artwork of this aircraft appeared in Malcolm Laird's 'Star of Israel' book.
- 2. Mk IX, '10/2001', 101 Sqn Israeli A.F. This is the previous option, but much later in its life when it was natural metal overall.
- 3. Mk IX, '14/2004', 101 Sqn Israeli A.F. This was one of the type supplied to the I.A.F. by the Czech Air Force.
- 4. Mk IX, '664/L', 2nd Sqn. Royal Egyptian Air Force. This machine was in an RAF

scheme of Dark Earth and Mid Stone over Azure Blue.

- 5. FR.XVIII, 'J/TZ203', No. 208 Sqn., RAF. This machine was Ocean Grey and Dark Green over Medium Sea Grey.

This is another excellent sheet and it offers all the national insignia for each option along with all the unique squadron markings and serial numbers. The REAF machine had white and black bands on each wing, which were hand painted and therefore very irregular, a point well depicted on this decal sheet.

UK Price £5.95



Some exotic Spitfires from the Middle East are offered on this sheet by ADS

Overall these two sheets will be a great bonus to all with a love for the Hunter and the Spitfire, and I am sure there are a good number of them about. The quality of these ADS sheets is excellent and each image is well defined, with little excess carrier film and the colour density looks very good.

Our thanks to ADS for the review samples.

Worldwide Enquiries:
ADS Decals, PO Box 1768, Bristol. BS37 5FS
Tel/Fax: 01454 850119

SM.79 Decals from SkyModels

Many of you will have come across the excellent resin kits from this source, well they also produce decals and the latest sheet has made its way to us.

SKY72-003 Savoia Marchetti SM.79

- 1. SM.79 '193-8' of 193o Squadriglia, 87o Gruppo, 30o Stormo based in Sicily in 1941.

This machine is Giallo Mimetico 3 with a dense mottle of Verde Mimetico 3 over Grigio Mimetico with a white fuselage band and white rudder cross.

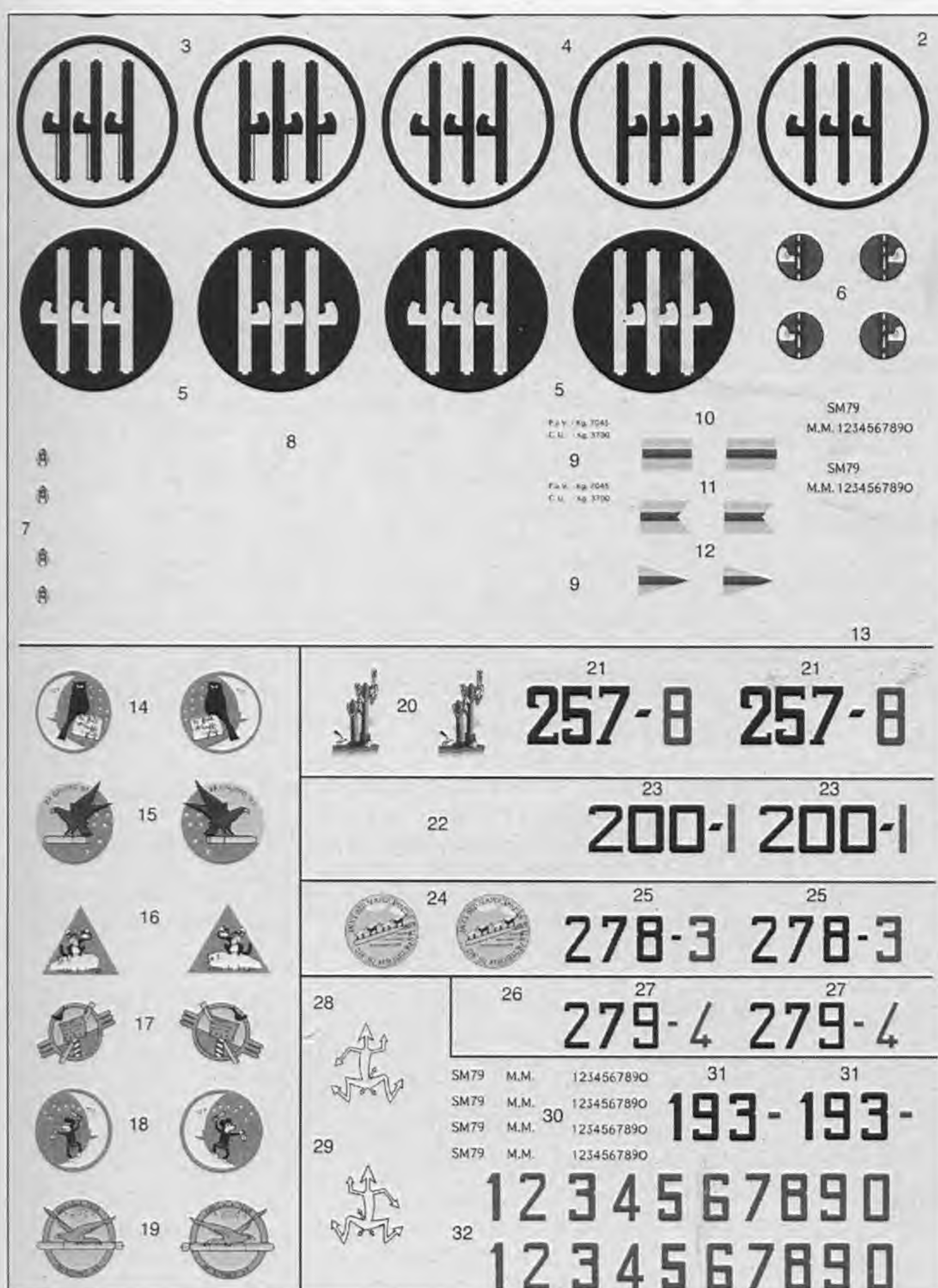
- 2. SM.79 '278-3' of 278o Squadriglia, Autonomia A.S. also based in Sicily in 1941. This machine is Giallo Mimetico 3 with a mottle of Verde Mimetico and Marrone

Mimetico over Grigio Mimetico with the white fuselage band and white rudder cross.

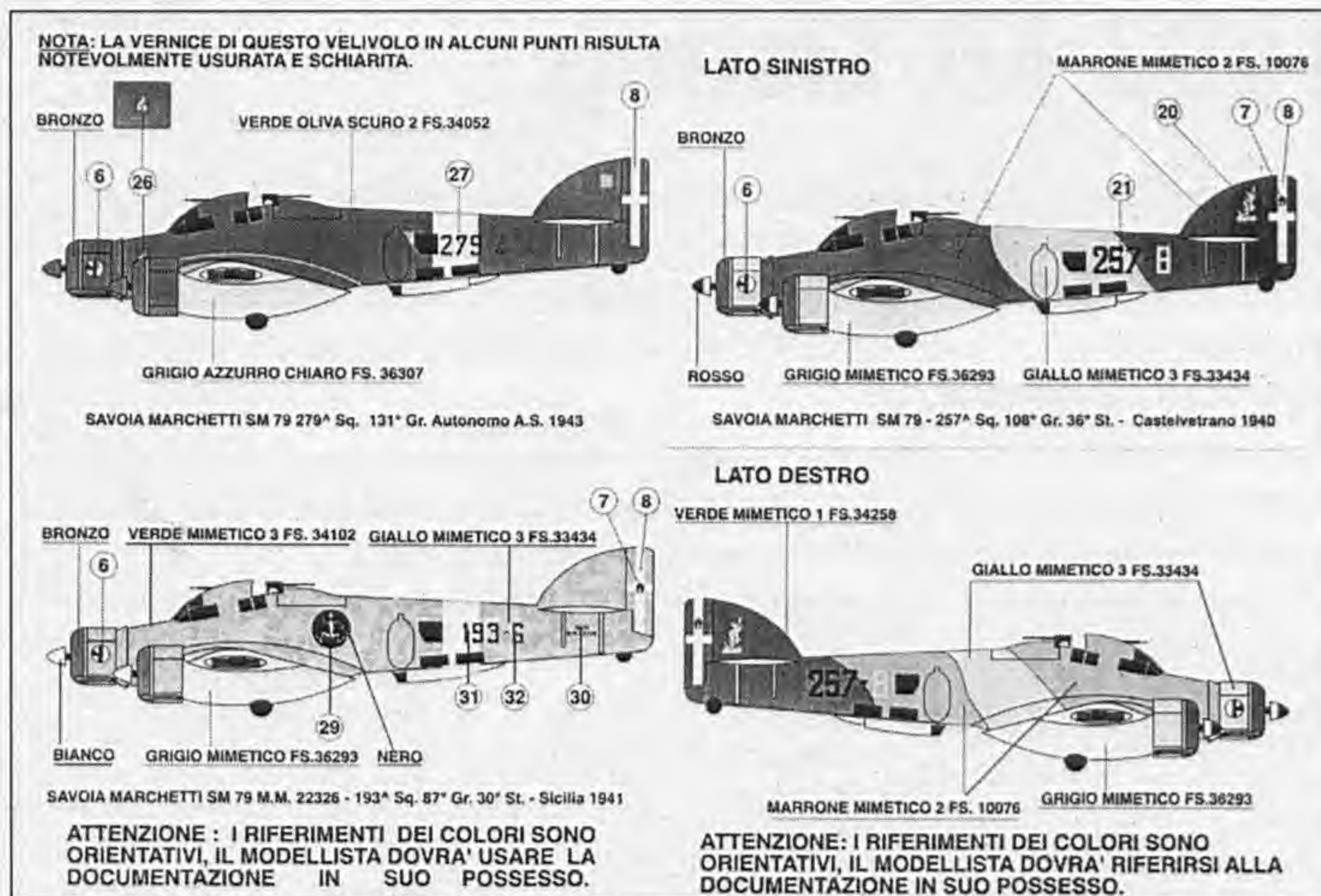
- 3. SM.79 '200-1' of 201o Squadriglia, 92o Gruppo, 12o Stormo, B.T. in December 1940. This machine is in the same overall scheme as option 1.
- 4. SM.79 '279-4' of 279o Squadriglia, 131o Gruppo A.S. in 1943. This machine is Verde Oliva Scuro 2 over Grigio Azzurro Chiaro, with the usual white fuselage band and

white rudder cross.

- 5. SM.79 '193-6' of 193o Squadriglia, 87o Gruppo, 30o Stormo based in Sicily in 1941. This machine is in the same scheme as option 1.
- 6. SM.79 '257-8' of 257o Squadriglia, 108o Gruppo, 36o Stormo operating at Castelvetro in 1940. This machine is Giallo Mimetico 3 with areas of Marrone Mimetico 2 and Verde Mimetico 1, similar to RAF disruptive camouflage,



The excellent new decal sheet from SkyModels



This shows you three of the options offered by Sky. Note that the last option is shown as two side views, due to the disruptive camouflage applied

over Grigio Mimetico with just the white cross on the rudder.

The large (230mm x 145mm) sheet offers all the national insignia, as well as the unique serial numbers and markings for each option, plus an additional selection of red numbers, so you can make up numerous other options if you have the reference material to do so. Each image is well printed, with excellent detail and only a small amount of excess carrier film visible. The carrier film and each image look to be just slightly matt and although this will be no problem with the large insignia etc, the application of the serial numbers etc over

dark colours may lead to some silvering.

Overall though this is a superb sheet and it is so nice to have accurate and well produced decals for Italian machines at last, all I personally would ask is 'can I have them in 1/48th scale now?' (getting repetitive aren't I!)

My thanks to SkyModels for the review sample.

Information

Worldwide Enquiries:
SkyModels (Italy), Via Nonantoia 10, 00142
Roma, Italia

FREE BINDER OFFER

Available to all readers, strong, robust 'Cordex' binders to hold 12 issues of Scale Aviation Modeller International. The binders use a bonded nylon

cord, allowing easy insertion and removal of your magazines, holding them firmly in place, without damaging them. The binder is green, and carries the SAM logo embossed in gold leaf.



SPECIAL OFFER

Subscribe NOW!

Scale AVIATION Modeller International

**SAVE
£7.95**

SUBSCRIBE FOR 2 YEARS (24 ISSUES) & RECEIVE A FREE BINDER

Mr/Mrs/Ms Initial Surname

Address

Postcode

Daytime tel. no.

I wish to subscribe for two years (24 issues) and receive my FREE binder.

I understand I will receive an invoice with my free offer which can be paid by credit card over the telephone, or by sending a cheque or bankers order within 14 days.

Signed. Date.

1998 Kit Listing

This listing is as complete and accurate as possible. It is correct as at time of going to press and although we have tried to include all the items we know of, there will of course be additions and omissions. There are a number of items we have not included, as these are currently not 'official', however we will keep you updated on these through our usual 'News Update' pages throughout the year.

Note Please do not contact the Editor or editorial office for addresses and/or sources for these products, as we are unable to supply them. *Thanks*

A-Model

1/72nd (Ltd IM)
N.A. SNJ Texan +
Kamov Ka-20 +
Sharov Sh-2 +
Messerschmitt Bf 109
'Zwilling' +
Messerschmitt Bf 109T +
Messerschmitt Bf 109F +
Messerschmitt Bf 109K +

Aardvark Creations

1/72nd (R/V)
Supermarine Type 224 +
Yak-36 +
BAC Jet Provost Mk 3 +
BAC Jet Provost Mk 5 +
Yak-38U two-seat (conv) +
1/48th (R/M/V)
Aero L.39 Albatross +
Junkers Ju 388J +
E.E B(1).8 Canberra +
BAC Jet Provost Mk 3 +
BAC Jet Provost Mk 5 +
Junkers Ju 488 +

Academy

1/72nd (IM)
P2B-1S & D-558-II + @
Republic P-47D 'Razorback' +
Republic P-47D 'Bubble Top' +
Mitsubishi A6M5 Type 52c +
Bell P-39Q Airacobra +
1/48th (IM)
N.A F-86F-30 Sabre + @
MiG-21 PF 'Fishbed D' + @
MiG-21 MF 'Fishbed J' + @

Accurate Miniatures

1/72nd (IM)
IL-2m3 two-seat + @
IL-2 single-seat + @
1/48th scale
Grumman F3F-1 biplane + @
Grumman F3F-2 biplane + @
Bristol Beaufighter Mk If + @
Bristol Beaufighter Mk VI + @
Bristol Beaufighter TEX + @
Yak-1 +
Yak-1 with skis +
Yak-1B 'Bubble Top' +
N.A B-25B 'Doolittle Raider' +
N.A B-25B/C with ventral
turret +
N.A B-25G with 75mm
cannon +

Aircraft in Miniature

1/72 (VF & WM)
'Historic Wings'
Yak-40 +
Tupolev Tu-95 Bear +
Tupolev Tu-114 Cleat/Tr-126
Moss +
Handley-Page HP-42 +
'Transport Wings'
Boeing B727-100 +
Boeing 757-200 +

AJP Maquettes

1/48th (PE/R/M)
Caproni CA.3 +
Spad A.2 +
Morane Saulnier H +
Bleriot XJ BG Parasol +
Santos Dumont 14bis +
Caudron G.3 Hyroplane +
Antoinette +
Helicoptre 'Paul Cornu' +

Airfix

1/144th (IM)
BAC Concorde #
1/72nd (IM)
DH.88 Comet Racer *

MiG-15 *
Douglas A4D-1 Skyhawk *
Messerschmitt Bf 110C/D *
Avro Anson I *
Westland Lysander *
Westland Whirlwind HAS
Mk 22 *
Blohm and Voss Bv 141B *
D.H Vampire FB.5 (Ex-Heller)
Handley Page Hampden *
Lockheed Hudson I *
'Dogfight Doubles'
Messerschmitt Bf 110/
Spitfire Mk IX*

AML

1/72nd (Ltd IM)
Mitsubishi B5M1 'Mabel' +
North American O-47 +

AMT/Ertl

1/72nd (IM)
F/A-18 Blue Angels flight
display #
1/48th (IM)
Curtiss P-40F Warhawk #
Douglas P-70 Nightfighter #

Arsenal - VVS Models

1/72nd (IM)
Il-2T Torpedo Bomber +
1/48th (IM)
'Mosca' WWI fighter +

Arba Products

1/48th (R & M)
Bristol Belnhiem Mk I + @
Bristol Blenheim Mk IV + @

Aviation Usk

1/72nd (Ltd IM)
Vought F2G Corsair + @
Fokker T.VIII + @
E15K 'Norm' + @
1/72nd (VF & IM)
Fokker T.V + @

Avir

1/72nd (R) Conversions
Su-17M2D/Su-22 Fitter F +
MiG-21bis +
MiG-21R/RF +
Su-17M2/Su-22 Fitter D +
Mi-14PL Haze (ASW) +
Mi-14 PS Haze (SAR) +
MiG-23UB +
MiG-29 Fulcrum C +

Azur

1/72nd (IM)
Breda Ba-65 *
Latecore L.298 *
Loire 130 *
Loire 46 +
Arsenal VG.33 +
Loire-Nieuport LN 410 +

Battleaxe

1/48th (Ltd IM, VF, R & WM)
Dassault Mystere IV + @
Dassault Ouragan + @

Belcher Bits

1/48th (R)
Bell 412 (conversion) +
Beech C-45 Expeditor +

Black Cat Models

1/48th (R)
Northrop A-17A +
Fiat BR-20/BR-20M +
Handley Page Hampden +
Savoia Marchetti SM-84 +
Caproni Ca-311/311M +

Blue Max

1/48th (Ltd IM & WM)
Halberstadt CL.II +
RAF SE.5A +
Bristol F2B Fighter +

Broplan

1/72 (V/IM)
CASA/IPTN CN-235 +
CASA/IPTN CN-235M +
Piaggio P-166S +
1/72nd Conversions (V)
Consolidated PBV-6A (Conv) +
1/72nd (Ltd IM)
SAAB 91A with floats +

Classic Airframes

1/48th (IM, R, EB & VF)
Seversky P-43 Lancer +
Fiat G-55 + @
SBC-3 Helldiver + @
Fiat CR-32 +
Boeing P-12 + @
Boeing F4B + @
Westland Whirlwind + @
Heinkel He 112B-1 #

Classic Resin Airframes

1/48th (R/Ltd IM)
Loire 46 +
Arado Ar 95 +
Curtiss SO3C 'Seamew' +
Rogozarski IK-3 +

Combat Models

1/72 (VF)
Martin P4M Mercator +
USN K Class Blimp +
Martin 4-0-4 +
1/48th (VF)
Cant Z-1007 +
Grumman Guardian +
1/32nd (VF)
Yak-9 +
Fairchild PT-19 Cornell +
Vultee Vengeance +
Avro Anson +
N.A AT-6/SNJ +
Macchi Mc.202/205 +
Fiat G-50 +
Vickers Wellington +

Conдор

1/72nd (IM)
N.A Mustang Mk IA +
N.A A-36A Apache +
Vought SB2U Vindicator +
Northrop A-17/DB-7 +
Focke Wulf Fw 189A-2 +

Copper State Models

1/48th (R)
Albatros W.4 +
Pfalz Dr.I +
RAF SE.5 +
Hansa Brandenburg W.12 +
Nieuport 9/10 +
Pfalz D.IIIa +

Craftwork

1/32nd (R)
Curtiss P-40C Tomahawk +
Curtiss P-36/Hawk 75
(14 cyl engine) +
Curtiss P-36/Hawk 75
(9 cyl engine) +
Mitsubishi A5M4 Claude +
Heinkel He 162 Salamander +
N.N T-6 Texan +
Macchi Mc.202/205 +
Macchi Mc.200 Saetta +
Messerschmitt Bf 109K +
Westland Whirlwind +
Lavochkin La-5FN/La-7 +
Aichi D3A Val +
Arado Ar 234 +

Creations Chaubet

1/144th (WM)
F-100D +
Douglas DC-3/C-47 +
Focke Wulf Fw 190D-9 +
Dassault Mystere IV +
Dassault Ouragan +
Nord 1500 Griffon +
Dassault Mirage III +

Cunardmodel

1/72nd (R)
Aermacchi/Embraer AMX
2-Seat +
Breda Ba.201 +

Czech Master

1/72nd (R/V)
Supermarine Attacker
(RAF/PAF) +
Koolhoven FK-52 +
Fokker C.XIW seaplane +
Vickers Vildebeest +

Dragon

1/72nd (IM)
Arado Ar 234P-1 Nightfighter +
1/48th (IM)
Me 262A-1a/U3 (Ex-Trimaster)
Fw 190D-12 Torpedoflugzeug
(Ex-Trimaster)

Dekno

1/72 (R & WM)
Bellanca 28-90 +
Dornier Do 24 +
Consolidated Fleetster +
Hispano-Aviacion HA-110 +
RWD-13 +
Nieuport-Macchi +

Doyusha

1/32nd (IM)
Nakajima Ki-84 Hayate
(Ex-Tomy)
Kawanishi N1K2-J Shinden
Kai (Ex-Tomy)
North American P-51D
(Ex-Tomy)
Mitsubishi A6M2 Zero
(Ex-Tomy)

Dynavector Systems

1/48th (VF/IM)
Douglas A2D-1 Skyhawk +
Breguet 1050 Alize +
De Havilland Hornet +
Grumman S2F Tracker + @

Eduard

1/72nd (E/IM)
'Strip Down'
Fokker D.VIII # @
Piper L-4 Cub # @
1/72nd (IM)
Il-2m3 Stormovik + @
1/72nd 'Profi Pack' (IM/R/E) @
Il-2m3 Stormovik # @
1/48th (Ltd IM & E)
Albatros D.II + @
Nieuport 17 'Lafayette
Escadrille' + @
Hanriot HD.1 + @
Albatros Dr.I + @
Yak-3 'Normandie-Nieman' + @
1/48th 'Profi Pack' (IM/R/E)
Tempest V (early) # @
Nieuport 17 # @
Yak-3 # @
Curtiss P-40N (Ex Mauve)

E.P.Originals

1/48th (R/M/V)
Caproni Ca.314 +
Regianne Re.2000 +
IMAM Ro.1 +
SIAI SM.84 +

Falcon

1/48th (Ltd IM/M/V)
Regianne Re 2001 +
Regianne Re 2000 +
Regianne Re 2002 +
Supermarine Spitfire +

Fine Molds

1/72nd (IM/E/VF)
Messerschmitt Me 410B-1 #
Kyushu Q1W1 Tokai 'Lorna' +
Aichi M6A1 Seiran +

Fujimi

1/48th (IM)
Macchi Mc.200 Saetta +

Glencoe

1/110th (IM)
Spirit of St. Louis/Wright Flyer +
1/48th (IM)
Spad XIII.1 'American Aces' *
Curtiss JN-4 Jenny (Ex-Aurora)
Pfalz D.IIIa (Ex-Aurora)
Airco DH.4 (early) (Ex-Aurora)
Bell X-1/X-1A (Ex-Aurora)
Grumman Goose AO-9
(Ex-Aurora)
Grumman Goose JRF-5
(Ex-Aurora)
1/32nd (IM)
Beech Bonanza *
Beech Staggerwing *

Hasegawa

1/200th (IM)
Boeing B777-200 +
1/72nd (IM)
Focke Wulf Fw190A-3 + @
Focke Wulf Fw 190A-4 + @
Mitsubishi Ki-46-II (Recce) + @
Mitsubishi Ki-46-III Kai
(Fighter) + @
Bristol Beaufighter VI + @
Mitsubishi F2 (FSX) +
Spitfire Mk VIII 'High Flight' #
1/48th (IM)
Republic P-47D 'Razorback' +
Junkers Ju-87D +
Junkers Ju 87G +
Aichi D3A1 Type 99 Val +

High Planes

1/72nd (Ltd IM/VF/WM/R)
Bristol Beaufort Mk 1 'RAF' #
Bristol Beaufort Mk 1 'SEAC' #
Atlas Cheetah + @
Lockheed U2R/TR-1 +
Yak-9P/U +
Messerschmitt Me 262 V1 +
Messerschmitt Me 262 V2/3 +
Mustang X (Merlin) Prototype +
Bristol Beaufort Mk II (P&W) #
Dassault Mirage IIIC +
Dassault Mirage IIID +
DH Sea Vixen FAW.1/FAW.2 +
CAC Winjeel +
'Unlimited Racer' Series
Sea Fury 'Critical Mass' +
P-51 Learstang 'Vendetta' +
P-51 (Griffon) 'Precious Metal' +

HitKit

1/72nd (Ltd IM/E)
Potez XXV (Bristol Jupiter)
Polish +
Ansaldo A.300 +
Macchi M.9+

Hobbycraft

1/144th (IM)
B-47B Stratojet +
B-47E Stratojet +
RB-47H Stratojet +
Convair B-58A Hustler +
1/72nd (IM)
Messerschmitt Bf 109G-3/4 +
Messerschmitt Bf 109G-6 +
Messerschmitt Bf 109G-10 +
Messerschmitt Bf 109G-14 +
Messerschmitt Bf 109K-4 +
DHC-4
1/48th (IM)
Grumman Bearcat 'Blue
Angels' + @
Grumman Bearcat 'French
Indochina' + @
Grumman F8F-1 Bearcat
'Vietnam' + @
Grumman F8F-2 Bearcat
'US Navy' + @
1/32nd (IM)
Sopwith Camel *

ICM

1/72nd (IM)
Tupolev TB-3 +
Polikarpov I-16 type 24 +
Tupolev TB-3 & I-16 'Aviazeno' +
S-16 +
Ilya Muromets +

Italeri

1/72nd
Bell OH-13S Sioux +
Sukhoi Su-25 Frogfoot +
F/A-18E Super Hornet + @
F/A-18F Super Hornet +
Bell AH-1/AB-47 +
Supermarine Spitfire Mk IX +
N.A P-51 Mustang I +
Eurofighter EF-2000
(two-seat) +
Rafale B (two-seat) +
F-100D Super Sabre +
AS-532 Cougar/Super Puma +
Caproni Ca-311 *
C-119 Flying Boxcar *
Ju 52 Minesweeper *
EB-66E Destroyer *
Ilyushin Il-4 (Ex-Zevda)
Yak-6 (Ex-Zevda)
1/48th (IM)
Focke-Wulf Fw 190D-9
(Ex Dragon)
Northrop F-5A (Ex-Hawk)
Bell UH-1D Huey +
Lockheed/Martin F-22 Raptor +
1/32nd (IM)
MBB Bo 105/PAH 1 + @

Koster Aero Enterprises

1/48th (VF, R & WM)
Focke Wulf Fw 200 Condor + @
Martin Maryland/Baltimore +

KPL

1/72nd (Ltd IM)
Caproni Vizzola F.4 +
Caproni Vizzola F.5 +
Breda 88 +

LB Italian Wings

1/72nd (R)
Fiat CR.30 +
Cansa FC.12 Prototype +
Savoia Marchetti SM.84 +
Savoia Marchetti SM.85 +
Savoia Marchetti SM.89 +
1/48th (R)
Avia FL.3 +

Lindberg

1/72nd (IM)
Hellcats vs Betty *
Thunderbolts vs He 111 *

Loose Cannon Productions

1/96th (R)
Curtiss OS2U Kingfisher +
Curtiss SOC Seagull +
Grumman F4F-4 Wildcat +
Grumman FM-2 Wildcat +
Douglas TBD Devastator +
Douglas SBD Dauntless +

Marivox

1/72nd (IM)
De Havilland Vampire F.1 + @

Matchbox

1/72nd (IM)
Dassault Mystere IVA *
Gloster Gladiator *
Curtiss P-40N Warhawk *
BAe Sea Harrier FSR.1 *
Fairey Swordfish *
A.W Meteor NF.11/12/14 *
Sepecat Jaguar TF Mk II *
Heinkel He 115*
McDodd Phantom FG.1/FGR.2 *

Key

IM = Injection Moulded
Ltd = Limited
R = Resin
V = Vac-Formed (Inc clear)
W = White Metal
P = Pewter
E = Etched Brass
* = Re-issue
+ = New Tooling
= Revised/Converted Tooling
@ = Outstanding from 1997 and carried forward for release in 1998.

N.B. All other companies' toolings being marketed under another label are noted at the end of each relevant kits entry.

Miku Models

1/72 (R)
Convair 48 Charger +
Fokker T.IV +
Fokker T.IVa +
Let L-410FG (V/R) +

Minicraft

1/144th (IM)
Kawasaki Ki-61 Hien
(Ex-Crown)
Nakajima Myrt (Ex-Crown)
Aichi 'Jake' (Ex-Crown)
Nakajima Ki-44 'Tojo'
(Ex-Crown)
Aichi B7A2 'Grace' (Ex-Crown)
Lockheed Super-G
Constellation + @
Douglas DC-6B + @
Lockheed L.188 Electra + @
Lockheed EC-121 Warning
Star #
Boeing B-377 Stratocruiser + @
Boeing B737-300 + @
Boeing C-97 'USAF' +
Boeing KG-97G Refuelling
Tanker +
Douglas C-118 +
'Ready Kits' (inc. Paint,
Cement & Brush)
B-17G Flying Fortress
Avro Lancaster
B-24J Liberator
F-14A Tomcat
Saab Viggen
MiG-25 Foxbat
1/72nd
F/A-18A Hornet 'USMC' +
F/A-18A Hornet 'Blue Angels' +
Consolidated B-24D Liberator #
& it's Tail #
Consolidated PB4Y
(Ex-Academy)
Lockheed PV-1 (Ex-Academy)
Lockheed RAF Ventura II
(Ex-Academy)
'Ready Kits' (inc. Paint,
Cement & Brush)
F/A-18A Hornet 'Blue Angels'
1/48th (IM)
Vought F4U-5N Corsair + @
Vought AU-1 Corsair +
UH-60L Blackhawk
(Ex-Academy)
Special Services MH-60G
(Ex-Academy)
Special Services MH-60K
(Ex-Academy)

Mister Kit

1/72nd (R/M) and (R/M/E)
Fiat G-50bis/bis A.S +
Fiat G-50 Serie II +
Fiat G-50 Serie I (Spanish
Civil War) +
Fiat G-50B (two-seat) +
Fiat G-50 prototype/extended
wing (conv) +
Fiat G-55 Serie I +
Fiat G-55 Pre-Serie (four gun) +
Fiat G-55 (Torpedo carrier) +
Fiat G-50 (Corrected wings
for Hasegawa kit) +
Savoia-Marchetti S.79
(torpedo) +
Savoia-Marchetti S.79 +
Savoia-Marchetti S.79bis +
Fiat G-91R/1 (Detail Set -
Revell) +
Fiat G-91T/1 (two-seat) +
Fiat G-91Y (twin engine) +

Modelcraft

1/144th (IM)
Boeing B747-100 (United) *
Lockheed I-1011 Tristar *
1/72nd (IM)
De Havilland Caribou +
1/48th (IM)
DHC Twin Otter +
DHC Beaver +
Vought Vindicator +

Model Design Construction

1/48th (R, VF & EB)
Fairey Barracuda + @
Fairey Battle + @

Monogram

1/48th (IM)
N.A P-51D Mustang *
Republic P-47D Razorback *
F/A-18C 'Chippy 400' #
F-15A Eagle *
Messerschmitt Bf 110G-2 #
1/32nd (IM)
Hawker Hurricane Mk IIC *
F-4E Phantom 'MiG Killer' *
Hawker Hunter FGA.9
(Ex-Revell)
Grumman F3F-3 *
'Pro-Modeler'
1/48th (IM)
Messerschmitt Me 410B-2 + @
Junkers Ju 88A-4 (Ex-Dragon)
Junkers Ju 52/3m +
Focke Wulf Fw 190G-3
(Ex-Trimaster)
Republic F-84E Thunderjet +
Republic F-84G Thunderjet +
1/72nd (IM)
Hawker Hurricane Mk IIB
(Ex-Revell)

MPM

1/72nd (Ltd IM/V/E)
Nakajima Kikka +
Messerschmitt Me 163S +
Grumman FF-1 Goblin +
Curtiss CW-21 Demon +
SB-100/Avia B-71 +
Grumman F3F +
Fairchild PT-19 +
Fairey Barracuda +
Heinkel He 50 +
Fokker T.VIII +
1/48th (Ltd IM/E/V/R)
Focke Wulf Fw 190S
(A' airframe) +
Focke Wulf Fw 190S
(F' airframe) +
Focke Wulf Fw 189A +
Focke Wulf Fw 189B +
Messerschmitt Me P.1101 +
CAC Wirraway +
Fieseler Fi-103 Reichenberg +

Nero Model

1/48th (R)
Curtiss AT-9 Jeep +

Noix Models

1/48th (R/M/V)
Supermarine S.4 +
Gloster IIIA +
Hughes 1B (Long Wing) +

Ocidental Replicas

1/48th (IM)
Supermarine Spitfire Mk IX +

Ozmods Australian Models

1/144th (Ltd IM/V/M/E)
DHC-4 Caribou +
1/35th (Ltd IM/V/M/E)
Pilatus Turbo Porter +

Pacific Monograph

1/48th (R)
Ohka II +

Panda Models

1/72nd (Ltd IM/V/E)
Arthur Sacks AS.6 +
CMAA G-50B (conv) +
Ambrosini S.A.I. S.4 +
Ambrosini S.A.I. 207 +
Ambrosini S.A.I. 403 +
Piaggio-Nardi FN.305 +
Fiat CR.20 +

Pantera

1/72nd (IM)
PZL 37A Los (Ex-ZTS)
PZL 37A Los 'Luftwaffe'
(Ex-ZTS)

Pegasus

1/72nd (Ltd IM/P)
Albatros D.I/D.II +
Arsenal VG.33 +
Armstrong Whitworth FK.8 +
Macchi M.5 Seaplane +

Pend Oreille

1/72nd (R/M/V)
Loire 120 +
Bloch 175 +
Vultee P-48 (NX21755) +
Lagg-3 S.8 +
1/48th (R/M)
Vought F2G-1D Corsair +
Short Sunderland Mk III +

LeO 451 +
Arsenal VG.32 +
N.A P-51D Mustang *
Arsenal VG.33 +
Arsenal VG.36 +
Arsenal VG.39 +
Heinkel He 177 +
Handley Page HP 42 +
Loire-Nieuport 411 +
Supermarine Spitfire Mk IX +
Vultee P-66 Vanguard +
Hawker Tempest II +
Morane Saulnier MS 475
Vanneau +
Latecore 298 +
Loire 130 +
Bloch 174+

Pit Road

1/700th (M)
Northrop XB/YB-35
Flying Wing +
Boeing E-3 Sentry +
Avro Vulcan B.2 +

Planet Models

1/72nd (R)
Focke Wulf A 16 +
Heinkel He 343+
Henschel Hs P.87 +
Saunders Roe SRA.1 +
Douglas X-3 Stiletto +

RCR Models

1/72nd (R/V/M)
Breda 65 A80 +
1/48th (R/V/M)
Fiat Consa FC.20 +
Fiat CR.32 +

Revell

1/390th (IM)
Boeing B747-200 +
1/320th (IM)
Douglas DC-10 +
1/280th (IM)
Boeing 727 (Ex-Matchbox)
1/200th (IM)
Boeing 737-200 (Ex-Matchbox)
1/144th (IM)
F/A-18D Wild Weasel
(Ex-Dragon)
F-16C Fighting Falcon
(Ex-Dragon)
AV-8B Harrier (Ex-Dragon)
Panavia Tornado F.3
(Ex-Dragon)
IAI C-7 Kfir (Ex-Dragon)
AH-64D Longbow Apache
(Ex-Dragon)
Junkers G.38 'Military' #
1/72nd (IM)
Sea Vixen FAW Mk 2
(Ex-Frog) @
F-84F Thunderstreak
(Ex-Italeri)
Dornier Do 217K1 (Ex-Italeri)
UH-1D 'HEER' (Ex-Italeri)
Grumman A-10A (Ex-Italeri)
Me P.1011 Nachtjäger
(Ex-Dragon)
Ar 234 & E.381 Julia
(Ex-Dragon)
Messerschmitt Me 262B-
1a/U1 #
Focke Wulf Fw 190A-8 &
Bv 246 #
Lockheed TF-104G #
N.A P-51B Mustang +
Fiat G.91R1/R3 +
Me P.1099 (Heavy Armour) #
Panavia Tornado IDS +
Hawker Hurricane Mk IIB +
Arado E.555 Strategic
Bomber +
Westland Sea King Mk 41 +
1/48th (IM)
Messerschmitt Bf 109G-10
(Ex-Monogram)
Kamov Ka-50 Hokum
(Ex-Italeri)
N.A. T-6G Texan
(Ex-Monogram)
C-47 'Berlin Airlift'
(Ex-Monogram)
Dasault Rafale Serie M +
1/32nd (IM)
Westland Lysander
(Ex-Matchbox)
Bö-105 PAH (Ex-Italeri)
Hawker Hunter FGA.9/E58 + @
Tornado GR.1 #

R.S. Models

1/72nd (R)
Praga E-51 +
Bv P.163-01 +
Avia B-634 +
Bücker Bü-133 +
Heinkel He 52 prototype
fighter +
Letov S-528 +
RugRatResins
(owned by Aircraft in
Miniature)
1/72nd (R/M)
Cessna Bobcat +
Hiller 12E +
DH66 Hercules +

RVHP

1/72nd (R/V/M)
Praga E-39 +
Letov Sh-10 +
Avia Ba-422 +
Aero A-304 +
Aero A-42 +
RF-80A Shooting Star +
Breguet XVI Bn2 +
L-200 Morava +
Oeffag C.II +
Airspeed AS-6 Envoy +
Albatros B.II +
Doulgas DC-2 +
Savoia Marchetti SM 73 +
AF-2W/S Guardian +
Aero A-10 +
Brewster SB2A Buccaneer +
Voisin X Bn2 +
HC-102 helicopter +
HC-3 helicopter +
TBY Seawolf +
CONVERSIONS
TA-7C/EA-7L Corsair II +
F4F-3S Wildcatfish +
AD-4W/AEW-1 Skyraider +
Grumman C-1A Trader +
Grumman C-2A Greyhound +
IAI TC1/TC4 Kfir +
Grumman TBM-3W Avenger +
Grumman F9F-8T Cougar +

RV Resin

1/72nd (R)
Junkers Ju 188T-0 +
Seversky P-43A-1 Lancer +
Gotha Go 147B +
Dornier Do 217N-2
'Fallschirmbremse' +

Sanger Engineering

1/48th (V/W)
Curtiss SC-1 Seahawk +
Beech C-45 Expeditor +
Vultee BT-13 Valiant +
Yokosuka P1Y 'Frances' +
Fairey Barracuda +
Ilyushin Il-4 +
Ilyushin DB-3 +
Stinson L-5 Sentinel +

Sasquatch Scale Models

1/144th (R & IM)
MD-90 (conv) +
Convair 580 'Can Air Cargo' +
Convair 580 'Aspen Blue' +
Convair 580 'Aspen Green' +
Convair 580 'Aspen Brown' +
Beech 1900D 'US Express' +
Twin Otter 'Continental
Express' (old) +
Beech 1900C 'Continental
Express' +

Scratchbuilders

1/32nd (R, VF & EB)
Messerschmitt Me 410B
(retool) #

Sharkit

1/72nd (R)
Rockwell/DASA X-31 +
North American X-15/3 +
Bell X-5 +
NASA AD-1 +
Bell X-14A +
Bell X-1A +
X-24C +
MiG Ye-166 Prototype +
Ryan VZ-3 VTOL +
DOAK VZ-4 VTOL +
Lockheed XV-4A
Hummingbird +
Avrocar VZ-9 VTOL +

Ryan XV-5A VTOL +
Ryan XV-5B VTOL +
Messerschmitt Me P.1106
'Rocket' +
1/72nd Missiles
Pegasus +
Skybolt +
Vanguard +
Mace +
Matador +

Sierra Scale Models

1/72nd (V/Ltd IM or W)
Boeing B-9 + @
Curtiss B-2 + @
Keystone B-4A + @
1/48th (V/Ltd IM or M)
Fairey Barracuda + @
Consolidated PB-2A + @
Beech T-34A/B Mentor + @
Beech T-34C Turbo Mentor + @
Curtiss Shrike + @
Curtiss Seamew + @
Curtiss SC-1 Seahawk + @
Fairey Fulmar + @
Blackburn Skua + @
Blackburn Roc + @
Fairey Albacore + @

Signum

1/48th (IM)
Grumman OV-10A Bronco
(Ex-Testors)

Sky Models

1/72 (R)
Fiat G.222 +
Piaggio/Douglas PD.808 +
Savoia Marchetti SM 84 +
1/48th (R)
Agusta A-109 +
Aermacchi MB 339 PAN +
Beech T-34C +
N.A T-28 Trojan +

Special Hobby

1/72nd (IM/E)
Yak-17 +
Bell XP-77 +

Stratosphere Models

1/48th (R)
X-38 +
Northrop YF-23 +
Atlas CSH-2 Rooivalk +

Supermodel

1/72nd (IM)
Aermacchi MB.339 +

Swan Model Engineering

1/72nd (R/M/V)
Junkers Ju 288A
(Ex Toad Resin)
Junkers Ju 288C (Ex Toad Resin)
Focke Wulf Fw 190 turbofan
(conv) +
Focke Wulf Fw 190V-19 +
Focke Wulf P.0310.025.1006 +

Sword Models

1/72nd (IM)
Northrop N9MA +
Stinson L-5 Sentinel +

Tamiya

1/48th (IM)
A-1H Skyraider +
F4D-1 Skyray +

Tasman

1/72 (Ltd IM/M)
Vultee Vengeance 'Update'
(RAAF/USAAF) +
CAC CA-12 Boomerang * @
CAC CA-13 Boomerang * @
CAC CA-19 Boomerang * @
N.A P-51H Mustang + @
D.H. Vampire F.1 (Swedish) + @
Aermacchi MB-326H +
1/48th (Ltd IM/V/M)
Miles Magister +
Bf 108B/D Taifun
(5 versions) + @
Nord 1001 Penguin +
CT-4 Airtrainer + @
Aermacchi MB-339C + @

TC Models

1/48th (R)
Vickers Vimy +

Testors

1/48th (IM)
Ryan PT-20 (Ex-Hawk)
Messerschmitt Me 163
(Ex-Hawk)
Learjet (Ex-Hawk)
1/32nd (IM)
Kaman Husky (Ex-Hawk)

Toko

1/72nd (IM)
LaGG-3 +
Ilyushin Il-2m3 +
Ilyushin Il-2 single seat +
Heinkel He 111A/B/E/F +
Heinkel He 111C/G +
Hansa Branderburg W.29 +
Aviatik-Berg D.I +
Nieuport 11 +
Hansa Brandenburg D.1 +
Sopwith 11/2 Strutter +

Tom's Modelworks

1/48th (R/E/M)
Albatros C.XII +
Halberstadt D.II/D.III +

TOP GUN

1/72nd (R/V)
Mil Mi-14 PS +
Mil Mi-14 PL +
Mil Mi-14 BT +
Friedrichshafen FF94C +
PZL Kania helicopter +

Toscanelli America

1/72nd (R/V/M)
Fiat G-50 +
Breda Ba.65/K14 +
Caproni Ca.100 +
Reggiane Re 2005 +
Fiat G.50 Pre-Production +
Fiat G.59 4A +
Caproni AP1 +
O.E.M. Ro 1 +
Caproni Ca.164 +
Fiat CR.20 +
IMAM Ro.41 +

Tupolev Design Bureau

1/200th (IM)
Tu-154 +
Tu-334 +
An-74 +
Tu-144 (Ex-VEB)
DC-8 (Ex-VEB)
1/72nd (IM)
MiG-9 +

Unicraft Models

1/72nd (R)
Bv P.178 +
Bv P.179 +
Bv P.166 +
Dornier P.59 +
1/144th
Horten XVIII +

Warrior Models

1/48th (R/M/V)
Breda 65/K14 +
Breda 88 +

Williams Brothers

1/48th (IM)
Lockheed Electra 10E *

Key

IM = Injection Moulded
Ltd = Limited
R = Resin
V = Vac-Formed (Inc clear)
W = White Metal
P = Pewter
E = Etched Brass
* = Re-issue
+ = New Tooling
= Revised/Converted Tooling
@ = Outstanding from 1997 and carried forward for release in 1998.

N.B. All other companies toolings being marketed under another label are noted at the end of each relevant kits entry.

The Aviation Hobby Shop

Dept SAM19, 4 Horton Parade, Horton Road,
West Drayton, Middlesex UB7 8EA
Tel: (01895) 442123 FAX: (01895) 421412



ALL MAIL ORDER WITHIN THE UK SENT POST FREE.
TELEPHONE ORDERS WELCOME QUOTING VISA/
ACCESS/AMEX/DINERS CARD No. AND EXPIRY DATE.

Can't get into the shop? Give us a call on our 24 hour answering machine for a copy of our FREE catalogue. Orders are usually despatched within a few days if in stock. However, due to postal delays, please allow 28 days before enquiring about outstanding items.

NEW NEW NEW NEW NEW

SQUADRON SIGNAL BOOKS

AH-1 Cobra In Action.....£6.99

DETAIL & SCALE

TBF/TBM Avenger.....£10.95

SCHIFFER BOOKS

Air 200. Aircraft of the US Bi-centennial
(over 190 colour and b&w photos).....
£16.95
North American XB-70 in Colour.....£16.95

HALL PARK BOOKS

Fairey Swordfish.....£8.50
Focke Wulf Fw200 Condor.....£7.50

PEGASUS 1/72 Scale

Hansa Brandenburg W-29.....£13.95
Albatros W.4 Seaplane.....£11.99

DYNAVECTOR 1/48 Scale

Douglas A2D-1 Skyhawk.....£29.00

REVELL 1/144 Scale

Satic A300-600ST 'Beluga'.....£14.95

ISRA DECALS 1/72 and 1/48 Scale

Israeli Air Force Squadron Badges,
1948-1997. Over 40 different aircraft
including Spitfire VIII, S-199, Mosquito,
P-51D, Meteor, Ouragon, Mystere, A-4,
Mirage III, Nesher, Kfir, F-16, Magister,
Vatour, AH-1, AH-64, and MD500.....£6.50

ACADEMY 1/48 Scale

P-47D Thunderbolt.....£13.99

WELSH MODELS 1/144 Scale

Handley Page HPR.7 Herald
Channel Express.....£10.50

PARAGON DESIGNS 1/72 Scale

72048 Lancaster Hercules Radial
engines and nacelles.....£15.99
72049 Lancaster bulged bomb doors
(for 8000lb bombs).....£6.99
72050 F-18 bulged wheels.....£2.75

PARAGON DESIGNS 1/48 Scale

48084 MiG-21 Recce Pod Type D.....£5.75
48085 MiG-21 Recce Pod Type R.....£5.75
48109 P-47 Thunderbolt Open gun
bays.....£5.50
48119 Lincoln Saddle Type Radome
with scanner.....£4.50

48120 Lancaster Hercules Radial
engines and nacelles.....£28.99
48121 Lancaster narrow blade props x
4.....£6.99
48122 Lancaster unshrouded exhaust
x 8.....£4.99
48123 Lancaster Tailboy conversion.....
£21.99
48125 Lancaster bulged bomb doors
with ventral turret.....£12.99
48126 Lancaster bulged bomb doors
(for 8000lb bombs).....£12.99
48128 F-18 bulged wheels.....£3.30

PARAGON DESIGNS 1/32 Scale

3211 Mosquito 2-stage Merlins.....£16.99
3212 Mosquito Fighter Nose conversion
with full cockpit interior.....£24.99
3213 Mosquito FB XVIII Molins
conversion with full cockpit interi-
or.....£24.99

3214 Mosquito Bomber Canopy
teardrop sides.....£3.99

3215 Mosquito Bomber Canopy
bulged sides.....£3.99

3216 Mosquito PR Canopy.....£3.99
3217 Mosquito Bulged bomb bay.....£8.50
3218 Mosquito Bulged Camera bay.....
£8.75

3219 Mosquito Flaps.....£11.99
3220 Mosquito Paddle Blade props.....
£5.99

3221 Mosquito 50 Gal drop tanks x 2.....
£6.99

3222 Mosquito 100 Gal drop tanks x 2.....
£7.99

3223 8 x RAF 60lb rockets and rails.....
£12.99

3224 RAF Tomado Laser Range
Seeker.....£2.99

3229 Spitfire 5-spoke bulged wheels.....
£3.30

3230 Spitfire Prototype conversion
(Hasegawa MkV).....£21.99

3231 Spitfire Mk.VIII conversion
(Hasegawa MkV).....£21.99

3232 Typhoon Mk.IB conversion with 8
x underwing rockets.....£21.99

3234 Mosquito 5-spoke treaded bulged
wheels.....£7.99

3235 Mosquito plain hub treaded
bulged wheels.....£7.99

3236 Spitfire Mk.IX conversion
(Hasegawa MkV).....£21.99

MATCHBOX 1/72 Scale

NA F-86F Sabre.....£2.75
Domier Do-28D Sky servant.....£4.50
Douglas A-20 Boston/Havoc.....£4.50
BAC Lightning F.Mk2A/6.....£4.50
WELSH MODELS 1/144 Scale
EMB-120 Brasilia DLT.....£6.95
BAC 1-11 DanAir.....£10.50
B.737-300 Viva Air/Lynjeflyg.....£17.25
A.320 Airtours/Airworld.....£21.09
Lockheed L-188 Electra
Channel Express.....£16.25

FALCON CLEAR-VAX 1/72 Scale

Set 26 France Part 1: MD.450 Ouragon,
Super Mystere B.2, ANF Mureaux 117,
MS225 and 230, Dewotine D.500/501,
510 and 520, MS406, Bloch MB152,
Lioré et Olivier 45 and 451, Caudron
C714, Breguet 693, Potez 631, Potez
63-11, Caudron C635simoun.....£8.95

CANADIAN HOBBYCRAFT 1/72 Scale

de Havilland Canada DHC-4 Caribou
RCAF/UN.....£27.95
de Havilland Canada DHC-4 Caribou
US.....£27.95

AIRFIX 1/48 Scale

BAe Sea Harrier F/A.2.....£11.99

AIRFIX 1/72 Scale

Bristol Belvedere.....£5.49

ACADEMY 1/48 Scale

Hawker Hunter FGA.9.....£13.99

REVELL 1/72 Scale

Westland Wessex HU.5.....£8.95

REVELL 1/48 Scale

Republic P-47N Thunderbolt.....£11.99
Curtiss SBC-2C Helldiver.....£22.95

AIR TRANSPORT PUBLICATIONS

Military Aircraft in Detail Vol.1
Douglas C-124, Fairchild C-119, Transall
C-160, de Havilland Canada DHC-5,
Antonov An-12.....£8.95

AEROFAX BOOKS

Boeing KC-135 Stratotanker.....£24.95

A SELECTION FROM OUR VAST STOCK

KP 1/72 Scale
Lavochkin La-7.....£1.95
Avia C-199.....£1.95
Avia C-2.....£1.95
Letov S-328.....£1.95

Polikarpov PO-2.....£1.95
Letov S-16.....£1.95
Avia B-21.....£1.95
Aero A-100.....£4.95
RED STAR 1/72 Scale
Yakovlev Yak-3.....£2.35
Anatra Anasal DS.....£2.35

M+E MODELS 1/72 Scale

Spitfire T.9 conversion.....£3.95

FROG MODELS 1/72 Scale

Grumman Hellcat F.MkI (Bagged with decals).....£1.50

NICHIMO 1/48 Scale

Tachikawa Ki-9 Spruce.....£6.99

SQUADRON SIGNAL

Air Force Colours Vol 1.....£10.95
Air Force Colours Vol 2.....£10.95
ETO and MTO.....£10.95
Air Force Colours Vol 3
Pacific and Home Front.....£10.95

MIDLAND COUNTIES PUBLICATIONS

Luftwaffe Secret Projects
Fighters 1939-1945.....£29.95

AEROFAX

Eurofighter 2000.....£8.95
Grumman F-14 Tomcat.....£12.95
MiG-25 Foxbat/MiG-31 Foxhound.....£12.95
Tupolev Tu-95/Tu-142 Bear.....£12.95
Convair B-58 Hustler.....£12.95

PARAGON DESIGNS 1/72 scale

*Indicates etched brass parts included
7201 A-26A Counter Invader
Conversion.....£11.99

7202 A-26 Invader Flaps.....£4.50

7203 A-26 Invader 6-Gun Nose.....£3.30

7204 PB-1W Conversion (B-17G).....£7.99

7205 YB-40 Gunship Conversion
(Minicraft B-17F kit).....£5.99

7206 B-17 BTO 'Mickey' Radome.....£2.50

7209 Lancaster Tailboy conversion.....
£12.99

7210 Lancaster Grand Slam conv.....
£12.99

7211 Lancaster bulged bomb bay doors
and ventral turret.....£6.99

7212 Lancaster paddle blade propellers.....
£3.50

7213 Six stub unshrouded Merlin
exhausts x8.....£2.50

7215 Mercedes 160hp inline.....£1.99

7216 Mercedes 180hp inline.....£1.99

7217 4 x different WWI German
exhausts.....£1.99

7218 4 x 9.5mm WWI wheels.....£1.99

7219 4 x 11.5mm WWI wheels.....£1.99

7220 8 x Spandau machine guns.....£1.99

7221 3 x 10'6" WWI props without
spinners.....£1.99

7222 3 x different WWI German props
with spinners.....£1.99

7223 2 x different WWI radiators.....£1.20

7225 Mosquito early style bulged spoke
wheels with tread.....£2.75

7226 Mosquito bomber nose conv.....£4.25

7227 Mosquito 100gal tanks x2.....£2.25

7228 Mosquito prototype conversion.....
£7.99

7229 Mosquito PR Canopy and 2
different bomber canopies.....£1.90

7230* Mosquito .303 and 20mm
Open gun bays (Airfix kit).....£5.50

7231 Mosquito Flaps.....£3.30

7232 Mosquito Bulged wheels.....£2.75

7233 Mosquito Nf.XV Conversion
(Matchbox kit).....£6.50

7234* Sea Mosquito TR 33 Conversion
(Airfix kit).....£5.99

7235 Mosquito Bulged bomb bay.....£2.50

7236 Mosquito Bulged camera bay.....£2.75

7237 Mosquito 'Twin Highball'
Conversion (Matchbox kit).....£6.50

7238 F-4 Phantom flaps.....£2.50

7239 Israeli RF-4ES 'Peace Jack' nose
Fujimi F-4E.....£3.60

7240* ASV MkII Radar aerials:
(Sunderland, Catalina etc).....£5.50

7241* RAF 100 Group Lancaster,
Stirling, Halifax (Airfix).....£7.25

7242* RAF 100 Group B-17G and
B-24M/J Conversions.....£7.25

7243 B-17 Flaps.....£5.99

7244 B-17H/SB-17G conversion.....£11.99

PARAGON DESIGNS 1/48 scale

*Indicates etched brass parts included
4801 2 x Tornado standard tanks.....£6.60

4802 2 x RAF Tornado Hindenburg tanks.....
£7.70

4803 2 x RAF Tornado JP233s.....£8.75

4804 RAF Tornado wing and fuselage
pylons.....£5.50

4805 F-15E strike Eagle update
(Hasegawa).....£9.75

4806 F-111F afterburners.....£5.99

4807 Tornado flaps and slats (Italeri).....
£12.99

4808 Tornado afterburners.....£3.99

4809 2 x Tornado MB Mk10 seats.....£4.75

4810 Tornado BOZ107 and Skyshadow



Ejection Seats

Accurate Replacement Resin Parts

1/72nd scale £2.75 pair

E1 KK-1 (MiG-15)
E2 KK-2 (MiG-17)
E3 KM-1M (MiG-21)
E4 K-36DM (Su-27 etc.)
E5 KS-3/4 (Su-7, 9, 11)
E6 MB GRU-7 (F-14, A-6)
E7 MB MkVII (F-4)
E8 ESCAPAC (A-4)
E9 STENCIL (A-7, AV-8B)
E10 ACES II (F-15, 16 etc.)
E11 MB MkIV (Hunter etc.)
E12 MB MkIX (Tornado etc.)
E13 K-37 (Ka-50)

1/48th scale
£2.75 each

E1 KK-1
E3 KM-1M
E4 K-36DM
E11 MB MkIV
E13 K-37
E14 MB MkII

Radial Engines

M1 M-25/R1820 1/72nd £3.50
1/48th £8.75
M2 R-2600 1/72nd £3.50
1/48th £8.75
M3 M-11 1/72nd £3.50
1/48th TBA
M7 R-2800 1/72nd £3.50



I-16

A1 Accurate wings, 1/72nd £5.50
M8 1/72nd (Haseg.) £5.50
M-25 engine, firewall, guns ect.

Available from:

Parade Figures
65, Shilton Rd.,
Barwell, Leics.
LE9 8HB, UK
01455 230952

Postage per order:
UK/BFPO - £1.00
ROW - £2.50

Cheques payable to 'Parade Figures'
Switch, Visa, Master, Am.Ex.,
(£15 min. on cards)

Trade Welcome

Neomega Resin produce
undoubtedly some of the
best value accessories
available today. Their
quality and accuracy are
second to none. Look out
for the reviews!

New cockpits
Out Now!

C9 BAe Jaguar (Haseg.) £7.00
C14 P-39, 1/72nd Heller £10.00
C16 Hunter, 1/48th Acad £10.00
C18 II-2, 1/72nd Toko £10.00
C19 Su-22, 1/48th KP £11.50

Resin Cockpit Sets - Easy to fit replacements



Su-27 Flanker

C1 1/72nd (Italeri) £7.00
C2 1/48th (Academy) £10.50
Cockpit bathtub, K-36DM seat,
instr. panel, Canopy ram etc.



MiG-29 Fulcrum

C3 1/72nd (Italeri) £7.00
C4 1/48th (Academy) £11.50
Cockpit bathtub, K-36DM seat,
instr. panel, Canopy ram etc.



MiG-15 Fagot

C11 1/72nd (KP) £6.00
C5 1/48th (Tamiya) £10.00
Cockpit bathtub, KK-1 seat,
instrument panel etc.



Su-24M Fencer

C6 1/72nd (Italeri) £10.00
Cockpit bathtub, K-36DM seats,
instr. panel, canopy panel etc.



Su-34 Platypus

C7 1/72nd (Ital./Rev.) £10.00
Cockpit bathtub, K-36DM seats,
instr. panel, canopy panel etc.



Su-25 Frogfoot

C8 1/72nd (Italeri) £7.00
Cockpit bathtub, K-36DM seat,
instrument panel etc.



Su-22 Fitter-K

C10 1/72nd (Italeri) £10.00
Cockpit bathtub, K-36DM seat,
instr. panel, shock cone, etc.



Ka-50 Hokum

C12 1/72nd (Italeri) £10.00
Cockpit bathtub, seat, door,
instr. panel, canopy panel etc.



F6-F Hellcat

C13 1/72nd (Acad.) £10.00
Cockpit bathtub, seat, wheel-well
instr. panel, wheels, etc.



1/48th
SCALE

Hunter

Academy/Invicta's T.7 Conversion

By Bill Clark



The subject of this article, XL564 at the IAT at Greenham Common in 1983



By the time these photos were taken, at Boscombe Down in 1992, XL564 had seen a few subtle changes

Made for Two

The Hawker Hunter needs no introduction from me. Suffice to say Academy's 1/48th kit has been long awaited, and despite its (well published) faults, it lends itself admirably to conversion/correction (or just building - warts and all) at a very reasonable price.

The charismatic appeal of the Hunter is undoubted, and the age old maxim that 'if it looks right - it is right' - is not without its irony here. The Hunter has always 'looked right' but had more than its fair share of teething troubles, only rectified in the later marks and, an important fact to remember is that when it did reach front-line service it was already out-classed in the fighter role by its American & Russian contemporaries.

Its also worth considering, that, like its 'great-grandfather', the Typhoon, the Hunter was better in the Ground Attack role than as the fighter it was designed to be. As a two-seater fast-jet trainer it also excelled, and it was this role that saw the most colourful examples, featuring schemes totally out of proportion to the number of machines manufactured. This I believe is one of the appeals of The Hunter 'T-Bird', along with the more 'sensual' lines employed - as opposed to those of the single seater.

It was only a matter of time before two-seat conversions were available, and this article describes one of these; namely Invicta Model's resin T.7/8. I was in a bit of a quandary about doing this article; I know Peter Ogden - 'Mr Invicta Models' very well. When he asked me to make the kit and write an article on it, I was a little concerned...if I had to slate the conversion - could I? and how? Would I have to apply a little 'Political Correctness'?.....after all a conversion of a 'mainstream' kit that has its own problems in respect of ease of manufacture and accuracy, is not a firm footing for friendship. Is it!

I decided that in true journalist fashion, the only course of action was to

model, publish and be damned!

My example was the first test shot and as such suffered from being cast in a freezing cold room! This meant that some of the resin cured slower than others and a little warpage along the horizontally split nose shell occurred, however this was fairly easily remedied. Production examples are being cast in a warmer environment and should not suffer likewise.

Construction

Invicta's conversion consists of twelve resin parts; an upper nose shell, with integral rear canopy fairing, a lower nose shell, with integral nose wheel well, the fuselage hump/spine, a cockpit floor, with moulded consuls, a rear bulkhead, a pair of neatly moulded ejector seats in two parts each, and a pair of (rather bulky) control columns and an instrument panel. The interior of the cockpit is extremely well detailed with finely moulded side wall detail. My example was supplied with a pair of vac-formed canopies. Again these were the first test-shots and I had a real problem getting a decent fit, but more on this later!

All of the resin parts are superbly moulded with delicate engraved panel lines. Absolutely no 'bubbling' of the resin was apparent, a testimony to the skills involved!

Construction commenced with a little cleaning up. The solid membrane covering the cockpit aperture was removed very carefully. Beneath is the delicate side-wall detailing on a very thin side-wall. Three 'lugs' in the solid mating surface of the nose are included, but unfortunately two of mine snapped off while I was dry fitting the parts. This



My example was supplied with a pair of vac-formed canopies. Again these were the first test-shots and I had a real problem getting a decent fit, but more on this later!

All of the resin parts are superbly moulded with delicate engraved panel lines. Absolutely no 'bubbling' of the resin was apparent, a testimony to the skills involved!

Construction commenced with a little cleaning up. The solid membrane covering the cockpit aperture was removed very carefully. Beneath is the delicate side-wall detailing on a very thin side-wall. Three 'lugs' in the solid mating surface of the nose are included, but unfortunately two of mine snapped off while I was dry fitting the parts. This

Construction commenced with a little cleaning up. The solid membrane covering the cockpit aperture was removed very carefully. Beneath is the delicate side-wall detailing on a very thin side-wall. Three 'lugs' in the solid mating surface of the nose are included, but unfortunately two of mine snapped off while I was dry fitting the parts. This

was okay though, because a pair of retaining tabs at the rear of the nose aided alignment. With the membrane removed, construction commenced at a pace. The rear bulk-head fitted a dream as did the rest of the cockpit parts. Superglue was used to fit the parts and Milliput (excellent for resin) was used to fill the gaps along the joint line. Some of the panel lines were slightly mis-aligned, so these required filling and re-scribing, and it was here that I had my first problem. The resin appeared to be a little brittle on the lower nose shell and I couldn't manage to scribe in a dead straight line. This could have been due to the freezing conditions during its time curing as the upper nose half was fine! I eventually overcame this by filling the lines and gently re-



Invicta's resin parts

plastic was needed to pad out the gap. The resin 'hump' was then added, and following a few test-fits a few plastic card fillets were required to align everything. Milliput was used to fill the various gaps and my T.7 was taking shape!

I used an F.6 as the basis of my T.7., and, as Invicta's set didn't provide the correct tail pipe Academy's required some modifications as it should whatever mark of Hunter is being made! (Note: the FGA.9 tail-pipe at least features the parachute fairing - however the FGA.9 also carried 230gall drop-tanks, which required the oval cut-outs in the corner of the flaps, which the T.7 & 8 didn't have, although the T.8M did (as did some of the export variants) so, if using the FGA.9 as a basis of the conversion, leave the flaps closed. The T.7 and T.8 had 100 series Avon engines. These had the small bore tail-pipe (as did the F.1, F.2, F.4, F.5 & G.A/P.R 11). Academy's F.6 should have had the 200 series large-bore (doesn't it



Part one of the tail-pipe amendment (see main text for details)

after a while!) tail-pipe, but the kit's example is neither! It falls somewhere in between, without totally resembling either! So, a little surgery was urgently required. The two halves of the jet-pipe were joined and when dry the rear tip (in line with the triangular fillet)



With the 'membrane' removed, the rear bulkhead and floor was added next



There's some really nice detail in the cockpit, which benefits from some careful painting



Invicta's nose section complete. Tape was used to secure the upper and lower shell while the superglue cured...



Academy's fuselage has been chopped about here. Invicta provide exact dimensions. The gap in the spine accommodates the rear of the resin 'hump'



Academy's fuselage and Invicta's nose have been joined, just visible is the small 'tab' of plastic card used to align both parts. The spine is ready to be added



With the wings added, the Hunter takes shape

scribing into the white under-coat applied later.

With the nose 'curing' attention turned to Academy's plastic (not without a little trepidation I can tell you!). Academy's two fuselage halves were taped together and the nose removed and discarded. A section of spine was then removed and the interior was built up, as per

Academy's instructions. The 'fun part' was next... I have no desire to add another tale of woe here, but the air did turn blue and I only managed to get both sets of wings aligned by pouring superglue, liberally, into the

joins! Invicta suggest a novel way of getting around this problem, and this involves sticking each wing onto the fuselage and applying pressure from within and then adding the intake assemblies, prior to the fuselage halves being joined. My only concern here is that filler is required to bridge the gap between the intake trunking and the nose, and this could prove awkward to access.

Invicta's nose was then joined to Academy's fuselage. I may have made an error here but found that there was quite a large gap around the extreme forward area of the intake, some scrap



Part two of the tail-pipe amendment....



...and finally, part three. Note the clear sprue added to the fin bullet. This was sanded to shape to represent the tail light



Halford's effective (but smelly) acrylic primer has been applied to the upper surfaces and tanks...



...and underneath...



...followed by Tamiya's acrylic blue...

Hunter Made for Two

carefully removed. The kit's jet pipe was then inserted into the rear of the jet-pipe shell and glued in place, not in the fuselage as suggested in the kit. The removed rim was then replaced, slightly higher up, with Milliput used to fair it in. The tail-pipe was then carefully sanded to reflect the real thing's true profile and while I don't profess that this is 100% correct I reckon it's a great improvement on the kit's representation.

The next stage was to manufacture the parachute fairing. A small semi-circle of plasti-card was used for the rear lip, with white Milliput used to build up the rest of the fairing and when dry sanded down.

With the first part completed I tackled the cockpit. You will note that I had not painted anything yet, mainly, due to the wide cockpit aperture, it was quite feasible to attempt the cockpit interior from the outside and also I was in a rush to get everything together. A very dark grey shade was then applied and later dry-brushed in a lighter grey to high-light the lovely moulded interior. The instrument panel had its dials treated to a dot of gloss black paint and again high-lighted. The cockpit coaming had some plastic card details added to beef it up and was given a coat of matt black.

Smaller details on the fuselage itself were then tackled. Most T.7's were 'tropicalised' and featured air exchange vents on the mid-fuselage, above the rear wing roots. I manufactured mine from plasticard, filed and sanded to shape, however, 'Clark's Law' of modelling took over here. I decided to ferret out some photos of the actual aircraft being modelled and discovered that my Hunter was 'un-tropicalised'. Therefore these were all removed at a later stage.

The holes on the upper wings, for the wing pylon ejector fairings, were filled (these are in the wrong place anyway as are the underwing pylon attachment points). The tailplanes' all-moving 'scuff-plates' were added from plastic card, using the kit's indented lines as templates. The rudder was added, although the joint line was filled and the real rudder hinge-line scribed in. The wings' 'dog-tooth' leading edge required a little removed from the inner parts.

Note here that I have deliberately NOT indicated how much was removed, the reasons are simple.. I guessed! My Hunter, being an Empire Test Pilot School's 'Raspberry Ripple' featured red outer wing panels. The red/white demarcation line being from the aileron to the leading edge. From photos it is apparent that an area of red appears in-board of the dog-tooth, without modification this line would have appeared actually on the extended leading-edge. Also, the inner pylons and 100 gallon tanks appear just on the red portion. Added to this any 'scale drawings' are very indecisive, some show the 'dog-tooth' in line with the aileron, yet my photographic evidence suggests this not to be the case! Definitely a case of 'you pays your money...'

With sufficient modifications



undertaken, and the model sanded and cleaned, the whole thing was then coated with Halford's white Acrylic Primer. This paint is excellent, spraying on very smoothly. However, there is one problem with it, for goodness sake spray outside with a face-mask on. It stinks of 'Tomcats', the smelly furry types not the sleek Yankee Swing-Wing F-14's! (I think it smells of both -Ed)

My T.7 required some careful masking. Initially I used Tamiya's Red and Royal Blue (which is a lot darker than I imagine Royal Blue to be!) acrylics. The white primer acted as an excellent undercoat to the acrylic paints (well it would wouldn't it?). The Red was sprayed on first, followed by the Blue. However, my first real foray into using acrylic paints was not a total success, the red looked very blotchy, and too dark, so it was carefully sanded down and I resorted to using a couple of coats of Humbrol Gloss enamel, which was also too dark! So, following another 'removal' operation I opted for Humbrol's Matt Signal Red. A few coats of this were required and this was 'built-up' over a couple of evenings, allowing time for the previous coat to dry. For the



...and Tamiya's (too dark) red. This was later removed and replaced by Humbrol's Signal Red



On to the really interesting stuff, decalling. White disks were used to 'undercoat' the roundels...



The 'Anti-glare' panel has been applied



...Half way through



Nearly complete. Just a few more details and decals are required. The intake FOD covers were added from plastic card



Academy's wheels were 'beefed-up'



Invicta's seats are excellently moulded and really benefit from some careful painting



White decal stripes were used for the tank stripes, with 'Empire Test Pilots School' text taken from a Modeldecals Tornado F.2



The finished 'Raspberry Ripple'

red side stripes a strip of white decal sheet was sprayed the correct shade of red, and trimmed to fit. A coat or two of Microgloss were applied to give the desired glossy sheen.

Both seats were made up and dry-fitted, they were slightly too high, so the bottoms were shaved until they fitted nicely in the cockpit tub. The detail on the seats is really first class, and some careful painting is required to show this off. Ejector handles were made from very thin strands of copper wire, taken from a section of electrical flex. Some extra detail behind these was added to give the prototypical 'cluttered appearance'. I discarded Invicta's control columns, they are far too thick, using a pair of Academy's (I was lucky in that I had a spare from my forthcoming F.5 conversion).

applied on the tanks were taken from a 1/72nd Tornado sheet, I still need to apply the fuselage text, although XL564 only had these applied later in its life (I've the photos to prove it!)

so I added some 'tread' to them. A thin strip of plastic card was wrapped around each wheel and trimmed. Two parallel strips of micro-rod were then added and the sidewalls 'faired' in with a little wet Milliput. When dry these were gently sanded down. Academy's undercarriage



Undercarriage

At this stage the undercarriage units were dealt with. Now I'm not totally convinced, are the main wheels too small or are the door covers too big? While you can make up your own mind, I decided that the wheels were at fault,

units are extremely fiddly so great care was required. The pre-painted and decalled 100 gallon drop-tanks were added as were the various antenna/navigation lights (from Kristal Kleer and food dye) and a coat of Microgloss sealed the model.

Canopy

I would normally fit the canopy at a much earlier stage, but I had some severe trouble in obtaining a good fit on the earlier moulding, this leaving a little to be desired! The remoulded version was, I'm happy to say, 100% better, although I had to fill the recessed trough in the nose where the canopy framing was meant to go (I later discovered that the corner of the fuselage requires removing to accommodate the framework, thanks for letting me know Pete!). The canopy features moulded framing which, in my opinion is a little heavy, but I suppose it makes painting a little easier. I superglued small strips of plastic strip into the moulding to represent the interior framework. This was carefully painted black. The windscreen portion was added (using Kristal Kleer) as was the open hood, with additional actuating mechanisms superglued to the rear. A further couple of coats of Microgloss and my 'Raspberry Ripple' was finished.

Conclusion

A thoroughly enjoyable experience! My love for the Hunter is only overshadowed by my love for the Lightning (and the Missus - she does read my articles in case I've said something nasty about her cooking(!)- and of course the nippers), so admittedly, I'm probably a little biased! I will build a few more two-seater Hunters and I can thoroughly recommend this conversion to everyone.



Decalling

White disks were cut with my compass-cutter (what a handy tool!) from a sheet of white decal to 'under-coat' the roundels and provide the thin white surround to the fuselage roundel. Decals came from spares box and various Modeldecal/Xtradecal sheets. The 'Empire Test Pilots School' text decals,



I reckon I'll need a dozen or so to adequately reflect the real thing's colour schemes and widespread appeal. Apart from the lack of a jet-pipe and the problems I encountered with the canopy, I'm very impressed with this conversion kit. Highly recommended to all Hawker/Hunter-a-holics everywhere.

Nice one Peter - you can put the cash in a brown paper envelope...

Bill Clark

(Thanks also to 'Chalky', who lent me his Azteca airbrush after my Sprite Major 'gave up the ghost').



Hunter Made for Two

Quick Build Messerschmitt Bf 108 'Taifun'

Technical Data

Kit: Messerschmitt Bf 108 'Taifun'
Manufacturer: WSW Versand
Scale: 1/48th **Type:** Resin
Decal Options: 3
Manufacturer: WSW Versand,
 Kornbindstrasse, 132, D-78056 VS-
 Schwenningen, Germany

The small German manufacturer Karo.As is not amongst the most famous names in the field of aircraft model producers. However, they have released in the past lots of interesting 1/48th vacformed kits, mainly of

difficult to find, hence the necessity for a few introductory words.

Designed during 1933/1934, under the provisional name M-37, as a travel and sports light aircraft, Willie Messerschmitt's project entered the field of all metal airplanes and in many respects set the standards of modern construction, retractable undercarriage, all metal monocoque airframe, fully glazed wide cabin, landing flaps and automatic leading edge slots, full flight

by Jaques Niot



mainly good speed, reliability and ease of maintenance in many international competitions such as the race from Berlin and Istanbul and back in one day, flown by the famous German



The kit components

Luftwaffe types (He 219, Ar 196, Fw 189, Me 410...) but also of other belligerents such as Russia and Japan. These kits, usually supplemented with resin and white metal parts, are of very good quality while the subjects themselves have not been generally treated by major manufacturers. For example, who is about to release a 1/48 Bv 141? Karo. As did.

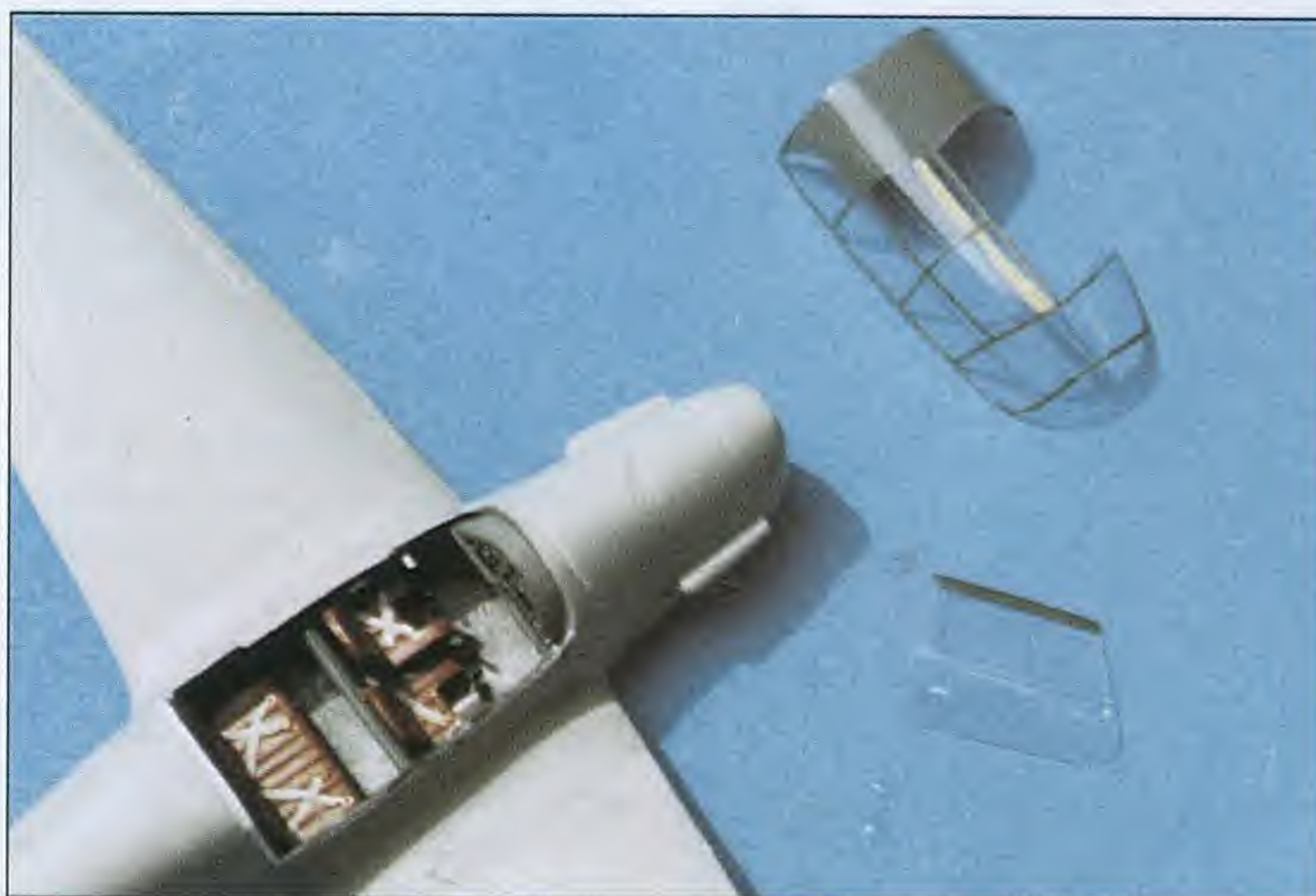
Recently, the people at the top decided to change their trade name for a new "all resin" line of 1/48th aircraft models which they started marketing under the label WSW (Wings-Ships-Wheels). Not surprisingly they also produce 1/700th waterline ship models as well as 1/35th military vehicles. The other line (Vac-formed aircraft) still goes under the name of Karo.As.

Their first release in the all resin category is the Messerschmitt Bf 108 Taifun and it is most welcome indeed as this aircraft has been neglected by the leading manufacturers, with the exception of Heller which produced a 1/72nd model about 20 years ago.

The real aircraft is not very well known either and reference material is rather

instrumentation etc...

The first version designated Bf 108A, powered by a Hirth HM-8U engine (250hp) was quickly superseded by the B version equipped with an Argus As-10C or E of slightly increased power. The two blade



wooden propeller was either a fixed pitch Schwarz or an adjustable Messerschmitt P 7 unit. Before the outbreak of WWII, the Taifun evinced excellent characteristics,



above & below: The cockpit interior has been painted and details such as seat belts have been added. The canopy also has the access panel separated

woman pilot Elly Beinhorn, the International Circuit of Oases where the Taifuns won the 2nd and 4th places (1937), the Isle of Man race (1938), the

International Queen Astrid Race in Belgium (1938). Another notable performance was that of the Messerschmitt pilot, Brindlinger, during the Olympic Games of 1936 in Berlin. He flew daily from Berlin to Stockholm taking with him the latest pictures and films of the games for the Swedish press, altogether 13,500 miles were covered with just routine maintenance to his aircraft.

Interest soon arose abroad for the aircraft and orders were placed by several countries including Bulgaria, Romania, Japan, Yugoslavia, Switzerland and even the Soviet Union ordered two aircraft. The American Embassy in Berlin operated one Taifun and even the RAF had two 108s in its inventory. They had been confiscated by the authorities from the German Embassy in London at the beginning of the war. The Luftwaffe was naturally most interested in this new design and soon employed it as a trainer, especially at the fighter school where it was used to prepare future pilots





Details of the wing and flaps on a Nord 1000

for the Bf 109. But many other roles were attributed to the Taifun; communication and staff plane, courier of Luftwaffe units and with the Luftdienst (German Air Duty) it performed missions for which it had not been designed, such as cargo supply, towing duties etc. As war progressed, production of the Bf 108 in Germany stopped in favour of more strategic types and in 1942 was transferred to France at the SCAN (later SNCANord) factory at Les Mureaux, near Paris. 900 aircraft were produced by the Germans, with a further 160 by the French under the designation of Nord 1000 "Pingouin".

The Kit

Back to the kit. It is a very simple one indeed with only 2 main resin parts, fuselage and wings. Contained in several clear bags are the smaller pieces, either resin or white metal, such as control surfaces (all separate), cockpit equipment, undercarriage elements etc. Two, very clear, acetate transparencies are supplied for the

sophisticated kits. Smaller pieces however need some cleaning up as a bit of flash is apparent along the join line. This is easily achieved with a knife.

Reference material on the Taifun is



Details of the undercarriage leg and main wheel



Overall view of a Nord

cabin glazing.

A close scrutiny of the main parts immediately shows accurate overall dimensions as well as a very realistic general shape. Surface detail such as bulkhead or rib joints, panel lines in the cowling area are very crisply engraved and compare favourably with more

particularly scarce and one has to resort to sparse pictures appearing here and there in books or magazines such as the "Dore Kurfürst" series, the Squadron Signal (German edition) No. 4 "Luftwaffe in Action", the "Fana de l'Aviation" No. 84 which deals with the survey of the 1/72nd Heller kit and gives a 3-view drawing and a picture of the cabin interior.

I have been trying for months to dig out



a copy of the Monogram Close-Up No. 5 devoted to this aircraft but this publication appears to have been sold out for years.

Taking into account the very small number of parts, the assembly is very straightforward and I shall give only a few hints on particular points which need to be improved.

Fuselage

As already said it is a one piece affair including the instrument panel, the exhaust pipes and the fin. The only separate parts are the two front seats, the rear bench seat, the control columns, the throttle and a central lever (actually the undercarriage actuating control). The kit supplies only one rudder pedal unit but, of course, two are necessary and I discarded this part, another reason being that they are completely hidden under the instrument panel. Conversely, I added on the right sidewall an electrical panel as well as a map case (with the map inside of course!) and the fuel

A large T-shaped piece is also supplied by WSW but its location between the front seats is not clearly shown on the assembly instructions and its use is unknown. The two exhaust pipes protrude obliquely through the cowling underside and are moulded integrally with the fuselage, but are too short and are best replaced by pieces of Evergreen tubes of correct length and diameter.

The instruction sheet gives little information on the colours of the cabin interior, except the usual RLM 02 Grey-Green for the airframe. On my model the seats have been painted leather colour (Testors-Modelmaster No. 1736). Seat belts made from masking tape strips and photo-etched buckles taken from scrap have been



gauge. The left sidewall receives the throttle, the tailplane incidence and flap wheels with their position indicators. I was fortunate enough to have access to the technical manual of the Nord 1000 which is the exact replica of the Bf 108 and the sketches and drawings I found were invaluable to me as far as the cockpit equipment is concerned.

added, the result being very pleasing indeed.

At this point, I would like to say that building such simple models, without any



Quick Build Messerschmitt Bf 108 'Taifun'



forward view showing the propeller and spinner

real personal involvement is not my favourite approach to this hobby. Not that this model is bad, on the contrary it is excellent, but I dare say, too easy to build. That's why I decided to open up one of the cockpit panels and so add a bit of difficulty at the same time as some life to my model. The supply of two transparencies gives you some confidence in this operation which is fairly easy. On each of the side panels interior I added two rolled up curtains made from masking tape. The canopy is now cemented in place in the same manner as for vac-formed models. Thin plastic strips are glued with Cyano in a slightly recessed position on the edges of the cockpit aperture. Then after very careful cutting out (go progressively), the transparency is laid down, resting on the



The position and 'sit' of the type is well illustrated

strips previously cemented and temporarily held in place with bits of masking tape. Once everything is OK, several attempts are generally necessary, superglue is carefully applied all around on the tip of a cocktail stick and if necessary, some filler added after the glue has set. The photos show that no joint line is visible.

Wings

This is another one-piece unit apart from the ailerons, the mass balances and the pitot tube. Panel lines again are very delicately engraved to such an extent that in some places they are not as prominent as they should be, for example, the leading edge slots which need to be more deeply engraved, both on upper and lower surfaces. At last, something to care about! Fitting the wing to fuselage is a bit tricky and some filling on the wing roots is necessary to ensure the right dihedral. In addition, the rear of the wing centre section cries for some sort of reinforcement glued on the fuselage belly cutout to ensure a

strong joint. A few holes in the leading edge might lead to the idea that the Bf 108 had wing machine guns but the experienced resin kit builder will quickly realise that they are air bubbles which call for filling.

Tailplane

As previously said, all moving surfaces are separate items and can be cemented at any angle. The tailplane struts are best replaced as their cross section is rectangular instead of streamlined. Pieces of Contail strut of correct size (they have a full range of dimensions) do wonders here.

Miscellaneous

All the small parts which are added are dealt with in this section. Most are added after the paint job. The undercarriage legs,

equipped with stiffeners on their inner face. The resin main wheels are beautifully moulded but the metal tail wheel needs some cleaning up.

The propeller, moulded integral with the spinner, is not the best part of the kit and it seems that WSW had some trouble with their mould as the seam of the two halves is very prominent, along the blade edges as well as on the spinner itself. Sanding to a better appearance is possible but will reduce the overall dimensions. Another negative point is the lack of a streamlined landing light under the left wing but this is easily made by carving in a small piece of clear sprue.

After painting, two small hand grips, supplied as resin parts but replaced with stretched sprue items, are carefully cemented either side of the cabin top.

Painting and Decalling

One of the strong points of Karo.As, now WSW, has always been the high quality of the decal sheets and this one is no exception as we are supplied with three markings possibilities, all of them very neatly printed. One is for a Bf 108B-2 of the Luftdienst in 1940, sporting the code BG-KM and a two tone scheme of Green 70/71 and Light Blue 65. Yellow fuselage and wing stripes, characteristic of the Eastern Front adorn the model but need to be painted on. The second is for a B-1 of the Condor Legion in 1938 with Grey Green RLM 02 and Light Blue 65 for the upper and lower surfaces respectively. Nationalist crosses are sported on the rudder and on the wing black discs and this machine's code is 44.2.



A closer look at the main wheel, plus some details of the wheel well



The tail

in white metal, are rather crude and are best replaced with Evergreen tube sections of various diameter. Also, I made new torque links and undercarriage doors, the latter in two parts and

The third subject is a hell of an oddity as the painting instructions show an all yellow Taifun with USAF markings, namely stars



with red centres. The explanation given in the instructions indicates that the aircraft was a B-1 of the military attaché of the US Embassy in Berlin in 1939.

As always, I wanted something 'different' so I discarded the three above schemes. I went for a Taifun of the Mediterranean theatre, painted sand-yellow with olive spots, a good photo of which appears in the Dora Kurfürst No. 4 (Page 143). White markings specific of this area were painted on the fuselage and wing tips and the code was KG+EM. The picture, taken in Cagliari (Sardinia) shows a big, beautiful unit insignia under the windshield but the unit still seems to be unknown and the insignia itself is rather difficult to decipher. Fortunately, a drawing of it appears in the above mentioned Fana de l'Aviation and consists of a pilot caricature wearing a bomb under his arm and topping what seems to be an African continent superimposed by the wording 'EFTA EINAK', the whole being on a white disc. Will this insignia ever be identified? Of course this insignia is not readily available and has to be hand painted (twice) on clear decal. I was luckier with the code, the letters provided by the kit (BG + KM) being easily modified into KGEM. All other motifs come from the kit with the exception of the

aware of the WSW project I had been contemplating the purchase of two or three kits with an eye to converting them into Nord 1001/1002. Once I got the technical manual, I realised that not only the front end was different (due to engine change) but also that, for balance reasons, the fuselage of this version had been noticeably stretched somewhere towards the rear. So, if you want to



Overall view of the fuselage, note handles aft of the canopy



WSW Versand
Kornbindstrasse, 132
D-78056 VS-Schwenningen
Germany

is a pity that WSW is so little distributed outside Germany. Things might change soon as the management plans are to penetrate the European market with quality products and this first attempt goes the right way. In the meantime orders may be mailed direct to the manufacturer at the address above.

Jacques Niot



The right side of the engine

manufacturer's logo "Messerschmitt Taifun" above a lightning flash located under the canopy and printed in black instead of white (or silver). Unfortunately I didn't find any substitute for this. Lastly, the swastikas are absent and have to be found in the spares box.

Conclusion

Shortly before the release of this model but

add a French aircraft to your collection, stick to the Nord 1000 which retained the Argus engine and was therefore exactly the same as the Bf 108. Sadly they never received a very appealing livery (dark green overall) even with the three white stripes sported by some machines on the fuselage and the wings.

Summary

Summing up this Bf 108 is a very pleasing model, easy (too easy?) to assemble and it



Close up of the front of the engine. Note intake grills and exposed engine section.



AeroMaster™

Why Guess

KMC & AMP, provide

- the best

www.AeroMaster.com

www.h



Have you ever spent countless hours superdetailing your model to find that your finish is not what you wished it to be? Well, now you have the choice to use AeroMaster Warbird Colors and Decals for a perfect job again, and again,...and again.....!!

Warbird Acrylic Colors™

What you should NOT expect from AeroMaster Warbird Acrylic Colors is:

You will not get bottles of paint shades matched to fixed Federal Standard, British Standards, etc., created for actual size objects that will look too DARK on your models.

What you should expect (and get) from AeroMaster Warbird Acrylic Colors is:

- 1) A truly **non-toxic** acrylic paint with the easiest and least expensive clean-up and thinning agent available anywhere, water (distilled water works best)!
- 2) By using the finest pigments in the industry, AeroMaster Warbird Acrylic Colors give you the smoothest finishes you can achieve, together with a hard finish that will not peel, chip, or rub off once dry.
- 3) Yet, this hard finish is easy to remove while fresh, with inexpensive and safe household cleaning detergents, in case you make a mistake.
- 4) Dries masking tape safe in one hour (actually less, but we want to add a safety margin).
- 5) The finish is wet sandable when cured and allows you to use it under or over most other standard finishes.
- 6) Perhaps the most important of all, it offers you 80 toned down colors for that scale effect. We could write pages and pages about this last and probably most important point, but we leave you to judge for yourself.

Try AeroMaster Warbird Acrylic Colors on your next model and experience the difference. You will be thoroughly pleased. Available at the finest hobby stores "world wide". Experience the difference!

Warbird Acrylic Colors™ Licensed POLLY Scale™ Colors from Floquil-Polly S Color Corp.

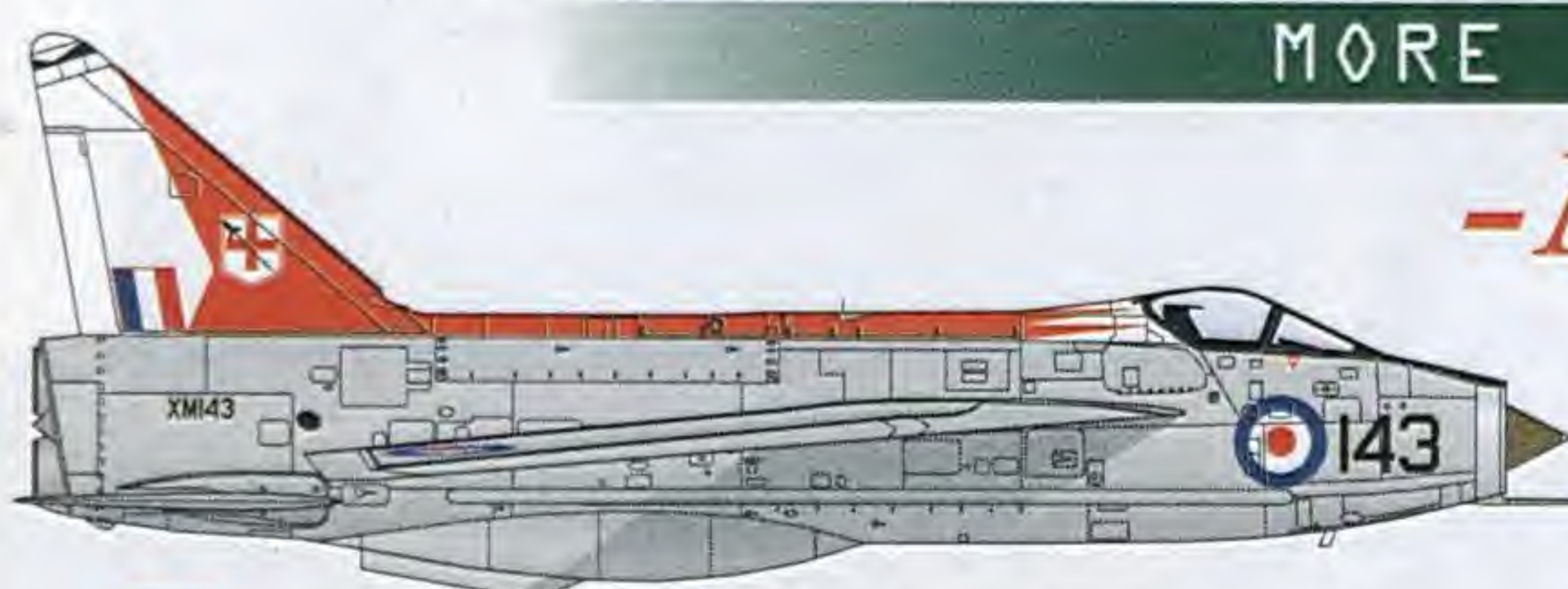
1/2 oz color bottles £1.90

... NEWS FLASH ...

AeroMaster continues adding colors to their acrylic range. To be released on April are 40 NEW colors. These will compliment the existing US and Japanese ranges plus offer you well researched colors for Russia WW II, Finland, Italy, and Warsaw Pact. All will have the same proven quality and shade of AeroMaster Warbird Colors.

MORE INFORMATION NEXT MONTH

-New Releases-



F 48-369 Lightnings Pt. I - Early Days

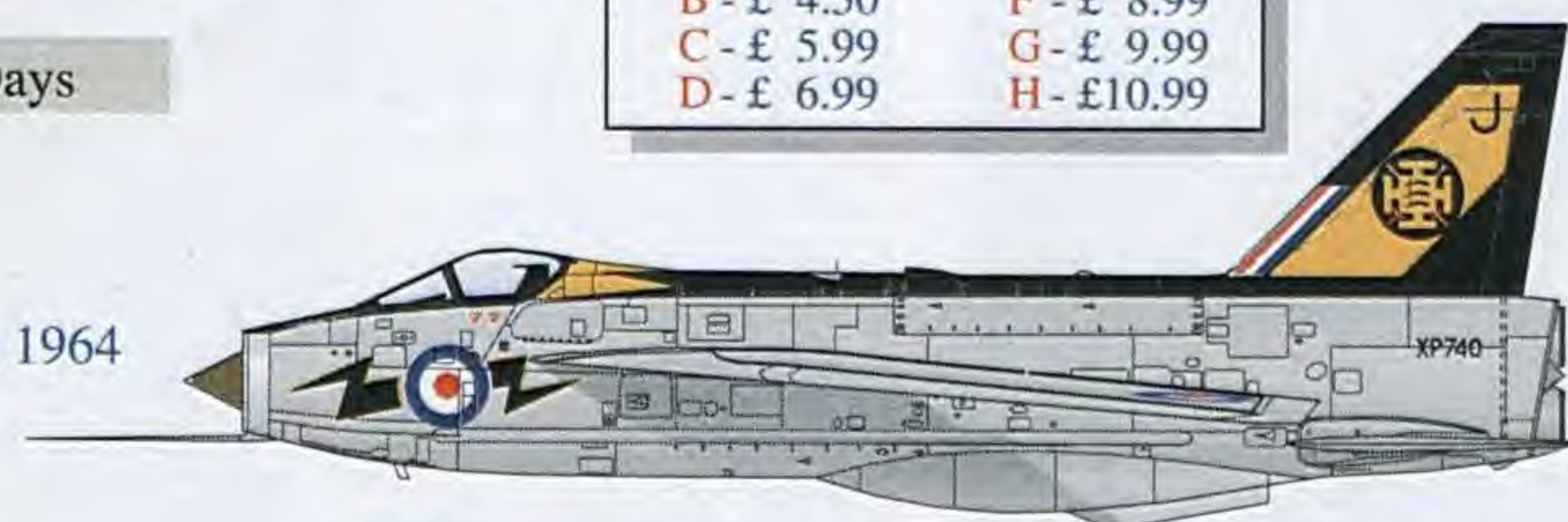
- 1: F.1A (XM178), 56 Sqn., 1963
- 2: F.2 (XN728), 92 Sqn., 1964
- 3: F.1A (XM184), 111 Sqn., 1964
- 4: F.1A (XM143), 145 Sqn., 226 OCU, 1964

Price Codes	
A - £ 1.99	E - £ 7.99
B - £ 4.50	F - £ 8.99
C - £ 5.99	G - £ 9.99
D - £ 6.99	H - £10.99



C 48-371 Lightnings Pt. III - Late Colors

- 1: F.3 (XR749), LTF 10th Anniversary Scheme
- 2: F.6 (XS903), 11 Sqn., Binbrook, 1988
- 3: F.6 (XS897), 5 Sqn., Binbrook, 1987
- 4: F.6 (XR770), 5 Sqn., Binbrook, 1987
- 5: F.6 (XR725), 11 Sqn., Binbrook, 1988



F 48-370 Lightnings Pt. II - Mid Life

- 1: F.2A (XN732), 92 Sqn., 1970
- 2: F.3 (XR719), 56 Sqn., 1965
- 3: F.3 (XP760), 23 Sqn., 1965
- 4: F.3 (XP740), 111 Sqn., 1965

C 48-337 Me-262 Sturmbirds Pt. IV

- 1: Me-262B-1a (110494), III./EJG2, 1944
- 2: Me-262A-1a, JG7, "4"
- 3: Me-262A-2a, 5./KG51, "9K+BN"
- 4: Me-262B-1a/U1 (110635), KG(J)54, 1945
- 5: Me-262B (118689), "35"

F 48-355 IJNAF Hinomaru Col. Pt. I

Two decal sheets with Hinomarus for the following aircraft:

Jack, Kate, Shiden, Shiden Kay, Zero 21

D 48-365 Air War Over Vietnam Pt. VIII - A1H Pt. 2

- 1: (37496), H. G. Zimmerman, VA-176, 1966
- 2: (139768), A. Hingsberger, VA-25, 1965
- 3: (37552), S. Berman, 6 SOS, 633 SOW, 1970

C 48-366 Augsburg Eagles Pt. IV

- 1: Bf-109G-6/R2, "6+I", III./JG 3, 1944
- 2: Bf-109G-2, "10+~", 7./JG 54, 1943
- 3: Bf-109G-6/R3, "-7+", 4./JG 51, 1943
- 4: Bf-109F, "5", 4./JG 52, Russia 1942

C 48-342 Air War Over Vietnam Pt. VI - A1H Pt. 1

- 1: A-1H (34555), E. Walsh, 1 SOS, 56 SOW, 1971
- 2: A-1H (34519), D. Townsend, 22 SOS, 1969
- 3: A-1H (142029), 602 SOS, 56 SOW, 1968
- 4: A-1H (142058), 1 SOS, 56 SOW, 1971
- 5: A-1H (37511), 1 SOS, 56 SOW, 1969

F 48-367 Holloman Phantoms Pt. I

- 1: F-4E (68531), S. Ritchie, SEA scheme
- 2: F-4F (72133), German in Ghost Gray scheme
- 3: F-4F (72170), German in Ghost Gray scheme
- 4: F-4F (72248), German in European scheme

C 72-114 B-24 Liberators Over Europe Pt. II

- 1: B-24H-20-FO (4294805), 453 BG, Old Buckingham
- 2: B24H-15-FO (4294759), 489 BG, Halesworth
- 3: B24J-140-CO (42110162), 466 BG, Attlebridge
- 4: B-24H-15-FO (4252594), 446 BG, Bungay

Look for the release of KMC's Lightning Cockpit Set (item #48-6022) in March. This set includes a boarding ladder. Don't Miss It!

C 72-155 F-86D Sabre Dog Col. Pt. II

- 1: F-86D (531001), G. Wilcox, 498 FIS, 1956
- 2: F-86D (524020), 51 FIW, Formosa, 1955

B 148-019 Luftwaffe F-4 Phantom Stencils

This sheets comes with stencils for 2 A/C. Its text is in German. High visibility.

the best combination your money can buy.

it is available to you

Now!



**KENDALL
MODEL COMPANY, Inc.**

hannants.co.uk

www.KMCMiami.com



THE SPIT'S ARE COMING!

Some exciting SPITFIRE sets are being developed for future release. Following our earlier release of the SPITFIRE MkVb set we now launch a series of update sets for various SPITFIRE kits, including Airfix, Tamiya, Hasegawa, etc.

Presented at left is our new set for the
SPITFIRE MkIV C/E

for Academy's fine kits
#KM48-4021 £12.00

This set is also offered separately, i.e. exterior parts only (#KM48-5088 /£ 7.00) and/or cockpit set only (#KM48-6018/£ 7.00).

**COMING UP NEXT : SPITFIRE MK22/24 & SEAFIRE MK 46/47
BOTH FOR THE AIRFIX KITS**

TOP SECRET



KM48-4089 **STORMOVIK IL-2** Wooden Wing Sections/ STRAIGHT
KM48-4090 **STORMOVIK IL-2** Wooden Wing Sections/ SWEPT
KM48-4091 **STORMOVIK IL-2** Control Surfaces
KM72-7022 **F-8 CRUSADER** Update Set

Similar parts as in our 1/48th scale set (see above)

Still available :

KM48-6016 **F-6 HUNTER** Cockpit Set
(with boarding ladder) £ 8.00 (shown above)

and another big success:

KM48-4016 **BEAUFIGHTER MkVI** Update Set (shown on the right)
£13.00

SOME OF OUR OTHER NEW RELEASES:

KM48-4020 **F-8E CRUSADER** Update Set (£20.00)

This set includes a complete cockpit interior (plus etched parts), a detailed section of the top of the air intake underneath the raised wing, separate leading edge slats, flaps and ailerons. In short, enough to show the F-8 in take-off or landing position. *Some advice:* if you don't have the old Monogram kit, start looking for one because this is "A BEAUTY" !



NOTE: Use KM numbers when ordering from Hannants only.

HANNANTS

Harbour Road, Oulton Broad

Lowestoft, Suffolk, NR32 3LZ, England

Tele: Lowestoft (01502) 517444 Fax: (01502) 500521

Complete range of AeroMaster Products and Kendall Model Products is available from HANNANTS.

Illustrated AeroMaster decal catalog for £2.50.

Postage Rates: Overseas postage at cost. UK as follows:

Decals - Under £3.00 add 40p. Over £3 post free.

Paints - 10% of order value, minimum £1.00. Minimum order 6 bottles.

Kits - Under £20 add £2.50; Under £75 add £4.00; Over £75 post free.



Catch us on the Web

www.AeroMaster.com

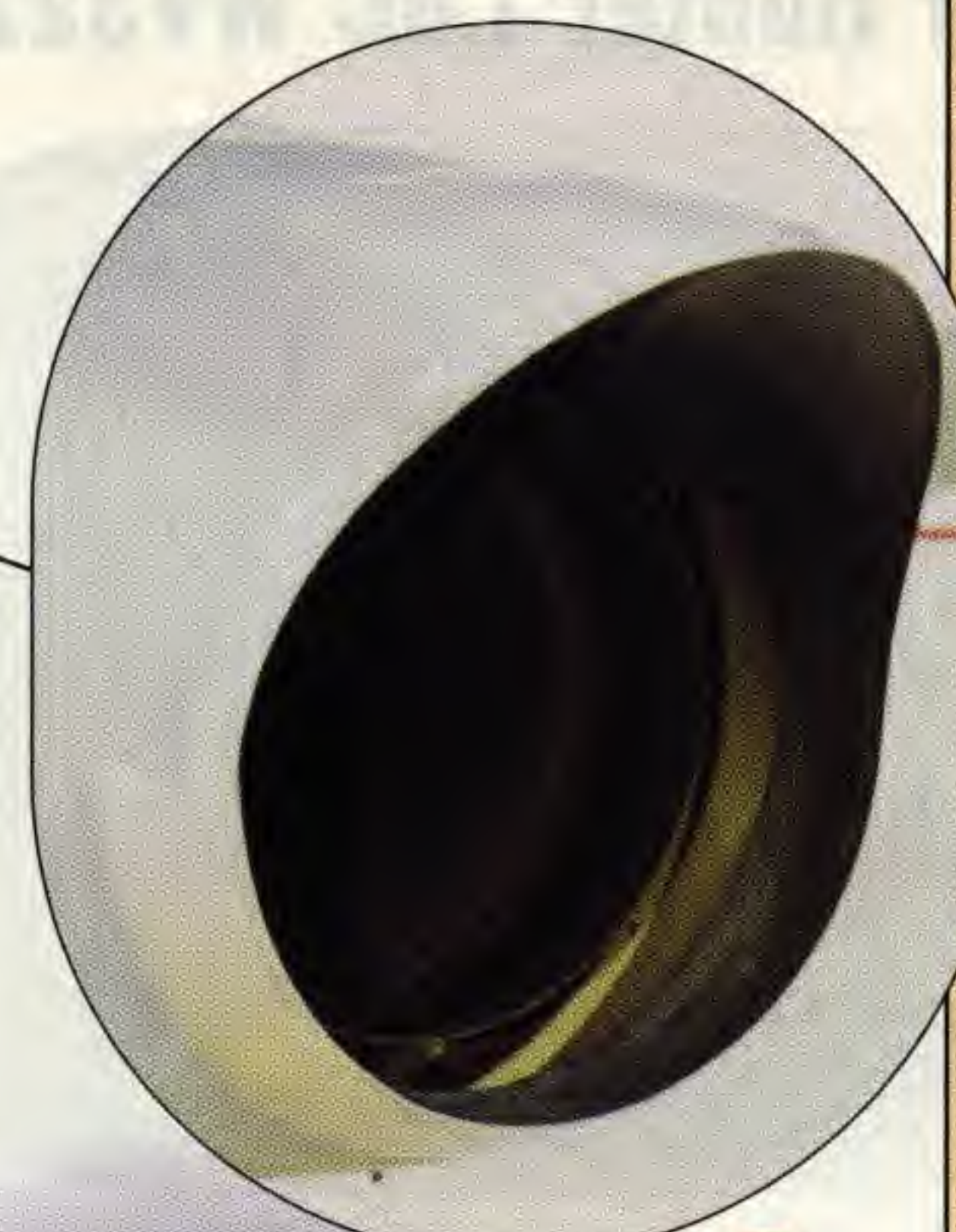
KMC & AMP Trade Inquiries Invited

Photo Album: Hawker Hunter T.8C WV322

by David Beardmore and Mark Attrill



General view of Hawker Hunter T.8C WV322, which is currently used as an engineering training aircraft at the Aircraft Maintenance Instruction Flight at RAF College, Cranwell. WV322 served with No.237 OCU at RAF Honington and Lossiemouth before retiring from flying duties. The RAF operated two T.8Cs (The C designation signified TACAN equipped) as flying Buccaneer simulators for pilot training.



1 Nose section of WV322. This view provides some useful detail for the access ladder and general placement of emergency markings. Note the crossed swords and mortar board symbol behind the cockpit area which indicates WV322's previous ownership.

2 Interior of the nosewheel bay front door. Note the well worn indentation which allows clearance for the tyre when the undercarriage is retracted, the locks at the lower corners and the hinge brackets at the upper corners. The door inner surfaces are well worn dull silver in colour.

3 Useful close-up of the Aircraft Maintenance Instruction Flight markings applied to the units' fleet of Hunter T.7/8 and Jaguar GR.1 instructional airframes.

4 The colourful markings of No.65 Squadron, Royal Air Force adorn the forward fuselage of a Hunter F.6 preserved at the Imperial War Museum, Duxford. Note the position of these markings and the 30mm Aden cannon ports below.

5 Close up shot of the Airstream Director Detector on WV322 which is the only external evidence that this particular aircraft carries Buccaneer instrumentation. The fairing is located below the cockpit on the port side.

6 Close up of the engine starter bay area, located in the fuselage belly, offset to port, and just ahead of the main undercarriage bays. The interior of the door, in keeping with most other access doors on this Hunter, is a well worn, dull silver colour. The starter cartridges are a semi gloss dark brown/bronze mix in colour.

7 General view of nosewheel, leg and rear door. The leg is semi gloss Light Aircraft Grey with dull silver door jacks. Wheel hubs vary in colour from dull silver to Light Aircraft Grey. Note the ground locking strut at the top of the leg which is painted red.

8 Port jet intake which, in this case, is painted gloss white. Note the boundary layer intake on the upper lip.

9 The port intake area on the single seat F.6 is slightly different and features a boundary layer 'fin' on the upper part of the intake.

10 Lower starboard fuselage detail showing one of the many engineering access hatches and a small intake fairing.

11 Useful view of the inner port stores pylon. Note its location in respect to the saw tooth and the main undercarriage leg. Danger markings are standard.

12 Port view of the air brake in the open position on the Duxford Hunter F.6. Note the shape of the brake, the interior design and the forward fairing with slots for deployment of the air brake. The aircraft is preserved in late 1950s day fighter camouflage, hence the aluminium underside colour.

13 14 Two views of the tailcone area. The internal colour in most cases is anodised aluminium with blackening towards the extreme rear end. The rear lip external colour is natural metal. Note the doors above the tailcone area which house the brake parachute.

Photo Album: Hawker Hunter T.8C WV322

by David Beardmore and Mark Attrill



General view of Hawker Hunter T.8C WV322, which is currently used as an engineering training aircraft at the Aircraft Maintenance Instruction Flight at RAF College, Cranwell. WV322 served with No.237 OCU at RAF Honington and Lossiemouth before retiring from flying duties. The RAF operated two T.8Cs (The C designation signified TACAN equipped) as flying Buccaneer simulators for pilot training.



Panel 1 of 3



1

Nose section of WV322. This view provides some useful detail for the access ladder and general placement of emergency markings. Note the crossed swords and mortar board symbol behind the cockpit area which indicates WV322's previous ownership.

2

Interior of the nosewheel bay front door. Note the well worn indentation which allows clearance for the tyre when the undercarriage is retracted, the locks at the lower corners and the hinge brackets at the upper corners. The door inner surfaces are well worn dull silver in colour.

3

Useful close-up of the Aircraft Maintenance Instruction Flight markings applied to the units' fleet of Hunter T.7/8 and Jaguar GR.1 instructional airframes.

4

The colourful markings of No.65 Squadron, Royal Air Force adorn the forward fuselage of a Hunter F.6 preserved at the Imperial War Museum, Duxford. Note the position of these markings and the 30mm Aden cannon ports below.

5

Close up shot of the Airstream Director Detector on WV322 which is the only external evidence that this particular aircraft carries Buccaneer instrumentation. The fairing is located below the cockpit on the port side.

6

Close up of the engine starter bay area, located in the fuselage belly, offset to port, and just ahead of the main undercarriage bays. The interior of the door, in keeping with most other access doors on this Hunter, is a well worn, dull silver colour. The starter cartridges are a semi gloss dark brown/bronze mix in colour.

7

General view of nosewheel, leg and rear door. The leg is semi gloss Light Aircraft Grey with dull silver door jacks. Wheel hubs vary in colour from dull silver to Light Aircraft Grey. Note the ground locking strut at the top of the leg which is painted red.

8

Port jet intake which, in this case, is painted gloss white. Note the boundary layer intake on the upper lip.

9

The port intake area on the single seat F.6 is slightly different and features a boundary layer 'fin' on the upper part of the intake.

10

Lower starboard fuselage detail showing one of the many engineering access hatches and a small intake fairing.

11

Useful view of the inner port stores pylon. Note its location in respect to the saw tooth and the main undercarriage leg. Danger markings are standard.

12

Port view of the air brake in the open position on the Duxford Hunter F.6. Note the shape of the brake, the interior design and the forward fairing with slots for deployment of the air brake. The aircraft is preserved in late 1950s day fighter camouflage, hence the aluminium underside colour.

13

14

Two views of the tailcone area. The internal colour in most cases is anodised aluminium with blackening towards the extreme rear end. The rear lip external colour is natural metal. Note the doors above the tailcone area which house the brake parachute.

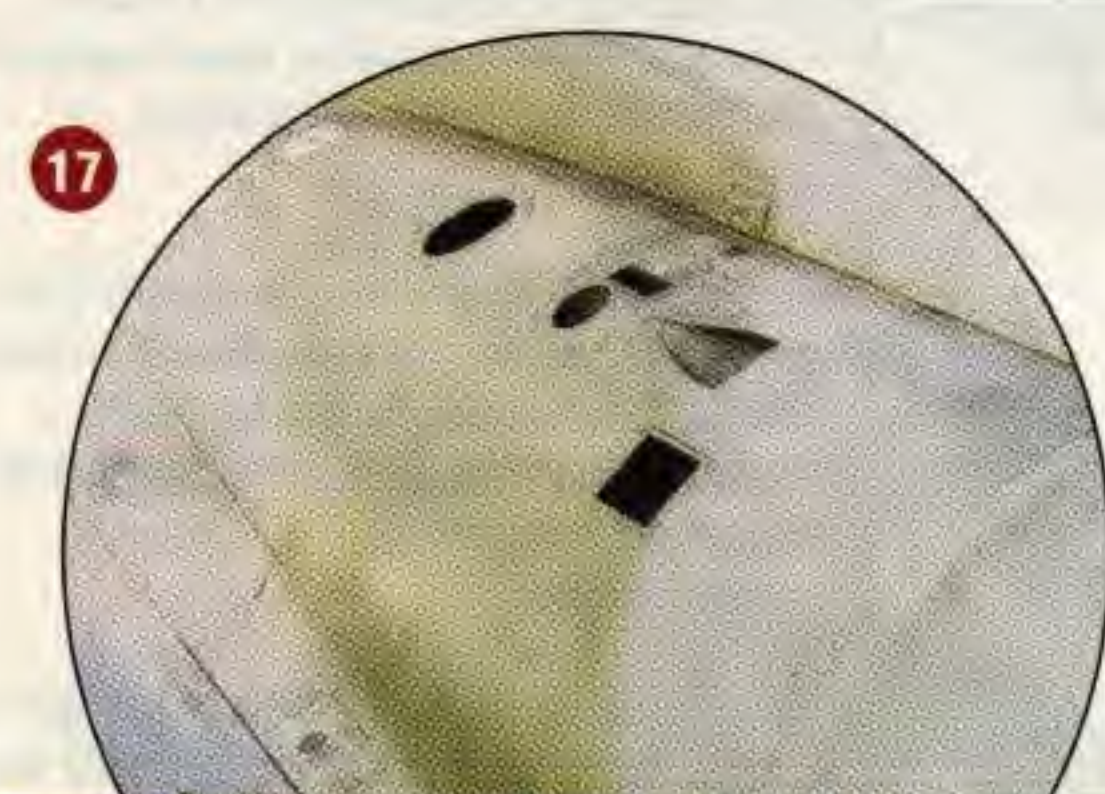
Photo Album: Hawker Hunter T.8C WV322



15



16



17

Immaculate Hawker Hunter T.7B WV318 of 208 Squadron, finished in a black colour scheme reminiscent of the famous 'Treble One' Squadron Black Arrows, photographed at RAF Lossiemouth in March 1994.



18



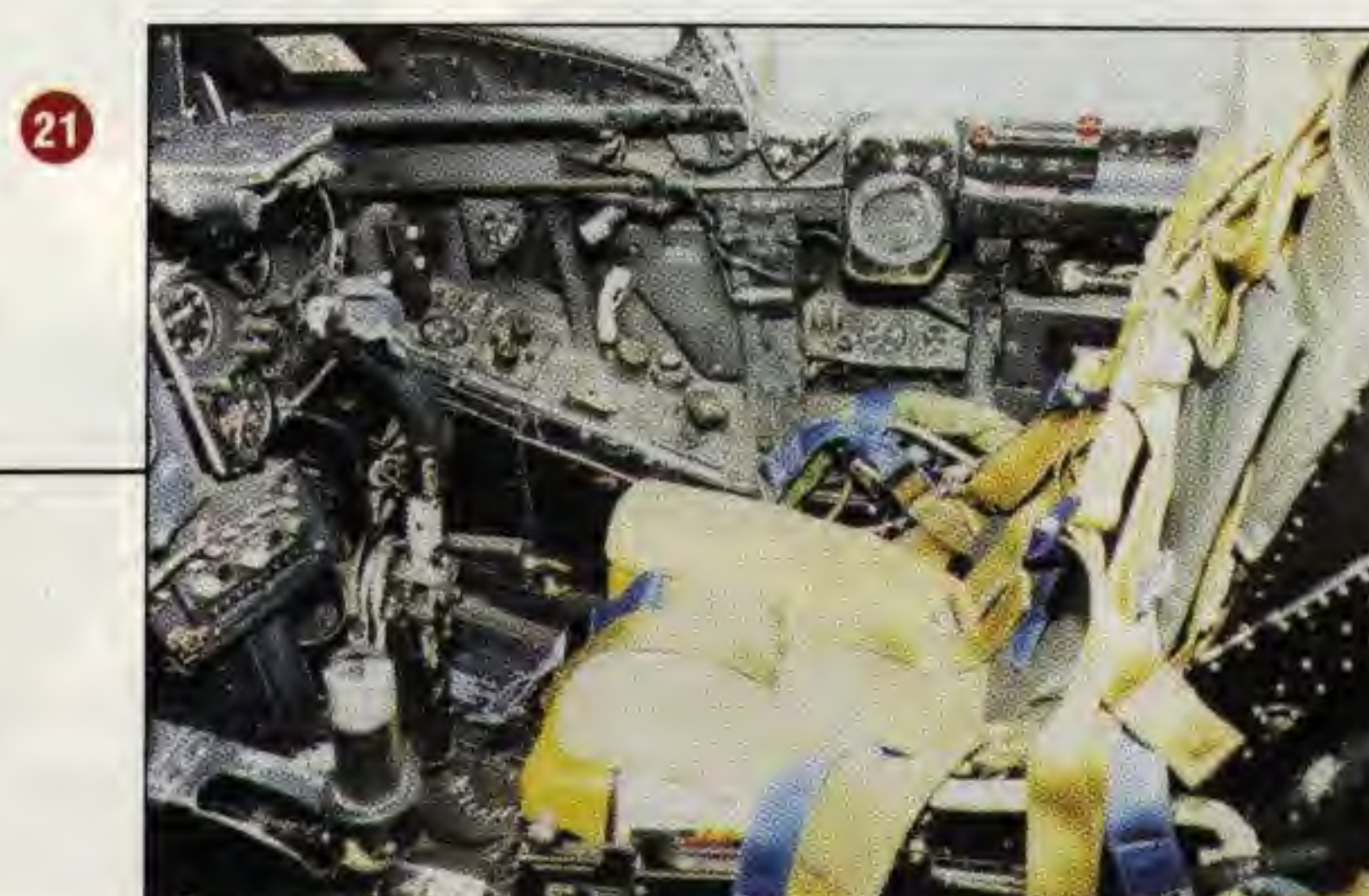
19



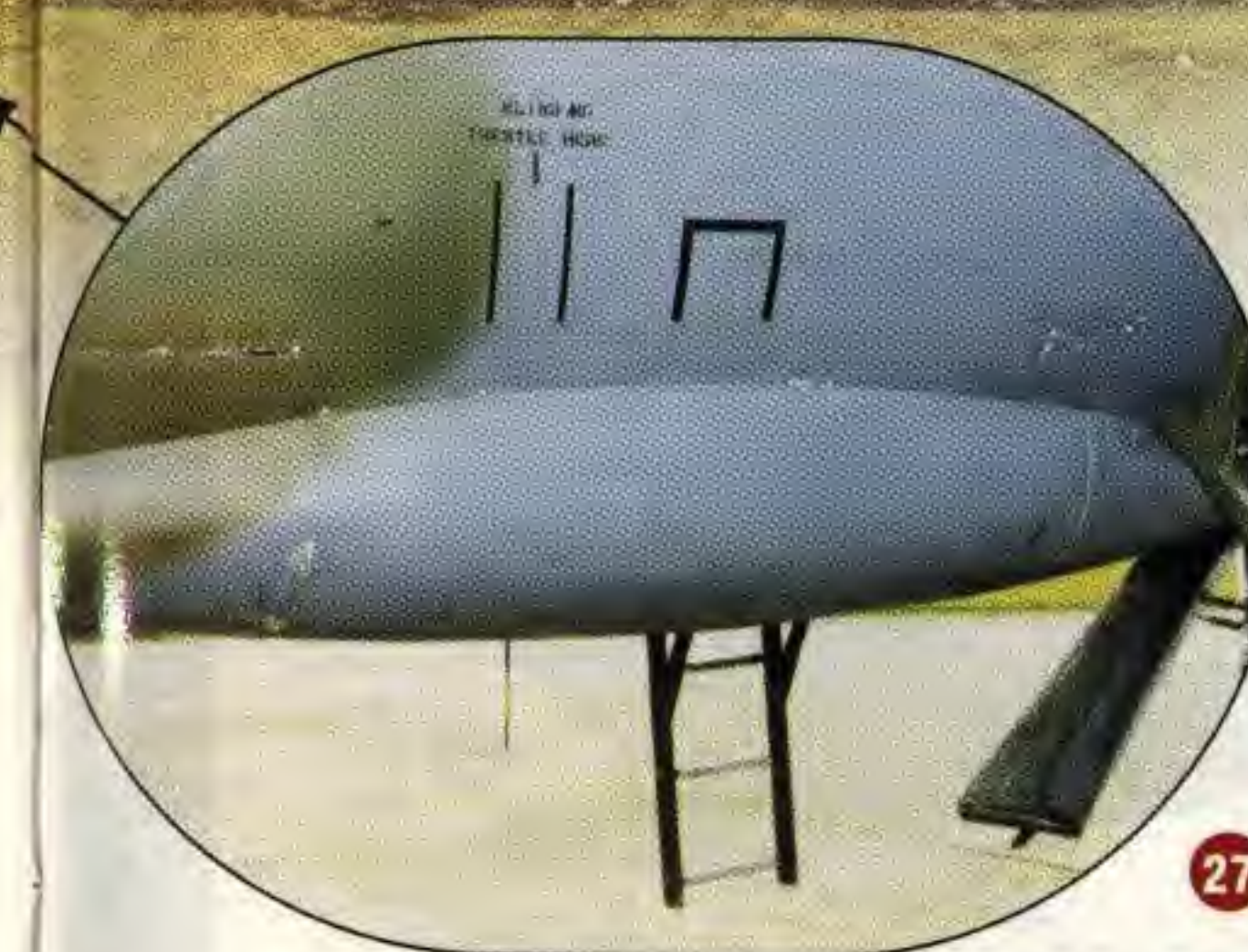
22



20



21



27



28



29



26

Close up of the windscreen on the T.8C provides some useful detail on the shape and position of the windscreen glass panels, wipers and fairing.

15

Useful view of the cockpit area on T.8C WV322. Note in particular the position of the rear view mirrors on the cockpit canopy and the red painted supporting bar necessary to keep the open canopy stable.

16

These photographs clearly show some useful detail on the upper fuselage surfaces of the Hunter T.8C. A number of apertures, panels and intakes that adorn the area above the engine. Note the shape and colour of the upper formation light.

17

18

Right hand view of upper ejection seat/cockpit detail. This view shows the tan head rests and yellow and black striped firing handles housed in tubular red painted bodies. Note the plethora of markings and lettering on the seats which is in red/white, purple/white and orange. This photograph also provides some useful detail on the rear cockpit bulkhead. Note the red warning triangle behind the port ejection seat.

19

Left hand side of cockpit, illustrating the instrument panel and side console. The cockpit interior is a very well worn black in colour although some parts of the instrument panel, no doubt fitted later, are Light/Medium Aircraft Grey in colour. Note the very prominent second pilot's throttle lever at the lower middle part of the photograph and the aircraft control column.

20

Right hand side view reveals more detail on instrumentation and details of the Martin Baker Type 4HA ejection seat fitted to the Hunter T.8C. Overall colour of the seat is matt black with Olive Drab parachute pack and back pad. The seat cushion is light tan. Harnesses are a mix of golden bronze, or tan although the 'negative' g and leg restraint straps are bright blue. The Personal Survival Pack in the seat pan is bright gloss yellow.

21

This side view of the inner port stores pylon shows its position in relation to the outer main undercarriage doors. The stores pylon, finished in Light Aircraft Grey, appears to have been robbed from another machine.

22

Upper outer port wing detail illustrates the navigation light, pitot tube location and whip aerial. The teardrop shaped pylon ejector gun fairing, mounted over the upper wing roundel position was a late addition to the T.8C. It is painted to match the roundel but note the signs of wear on the leading edge surfaces.

23

24

General view of the upper tail surfaces provides some useful detail on the position of markings and the shape of the rudder. Note the red painted rudder lock.

25

Note the position and shape of the rear navigation light on the fin 'bullet'.

26

This fairing, located on the lower starboard fuselage side below the cockpit, housed a single 30mm Aden gun on some trainer versions of the Hunter. Note the 'sling and trestle' markings.

27

The rear fuselage, fin and horizontal stabilizers on WV322.

28

This photograph clearly shows the shape and position of the starboard ammunition fairing or 'Sabrina' on a single seat Hunter F.6. Note the size and position of the two ejector chutes to the rear of the fairing.

29

Photo Album: Hawker Hunter T.8C WV322



Immaculate Hawker Hunter T.7B WV318 of 208 Squadron, finished in a black colour scheme reminiscent of the famous 'Treble One' Squadron Black Arrows, photographed at RAF Lossiemouth in March 1994.



18



19



22



20



21

23



24



25



15

Close up of the windscreen on the T.8C provides some useful detail on the shape and position of the windscreen glass panels, wipers and fairing.

16

Useful view of the cockpit area on T.8C WV322. Note in particular the position of the rear view mirrors on the cockpit canopy and the red painted supporting bar necessary to keep the open canopy stable.

17 18

These photographs clearly show some useful detail on the upper fuselage surfaces of the Hunter T.8C. A number of apertures, panels and intakes that adorn the area above the engine. Note the shape and colour of the upper formation light.

19

Right hand view of upper ejection seat/cockpit detail. This view shows the tan head rests and yellow and black striped firing handles housed in tubular red painted bodies. Note the plethora of markings and lettering on the seats which is in red/white, purple/white and orange. This photograph also provides some useful detail on the rear cockpit bulkhead. Note the red warning triangle behind the port ejection seat.

20

Left hand side of cockpit, illustrating the instrument panel and side console. The cockpit interior is a very well worn black in colour although some parts of the instrument panel, no doubt fitted later, are Light/Medium Aircraft Grey in colour. Note the very prominent second pilot's throttle lever at the lower middle part of the photograph and the aircraft control column.

21

Right hand side view reveals more detail on instrumentation and details of the Martin Baker Type 4HA ejection seat fitted to the Hunter T.8C. Overall colour of the seat is matt black with Olive Drab parachute pack and back pad. The seat cushion is light tan. Harnesses are a mix of golden bronze, or tan although the 'negative' g and leg restraint straps are bright blue. The Personal Survival Pack in the seat pan is bright gloss yellow.

22

This side view of the inner port stores pylon shows its position in relation to the outer main undercarriage doors. The stores pylon, finished in Light Aircraft Grey, appears to have been robbed from another machine.

23 24

Upper outer port wing detail illustrates the navigation light, pitot tube location and whip aerial. The teardrop shaped pylon ejector gun fairing, mounted over the upper wing roundel position was a late addition to the T.8C. It is painted to match the roundel but note the signs of wear on the leading edge surfaces.

25

General view of the upper tail surfaces provides some useful detail on the position of markings and the shape of the rudder. Note the red painted rudder lock.

26

Note the position and shape of the rear navigation light on the fin 'bullet'.

27

This fairing, located on the lower starboard fuselage side below the cockpit, housed a single 30mm Aden gun on some trainer versions of the Hunter. Note the 'sling and trestle' markings.

28

The rear fuselage, fin and horizontal stabilizers on WV322.

29

This photograph clearly shows the shape and position of the starboard ammunition fairing or 'Sabrina' on a single seat Hunter F.6. Note the size and position of the two ejector chutes to the rear of the fairing.



27



28

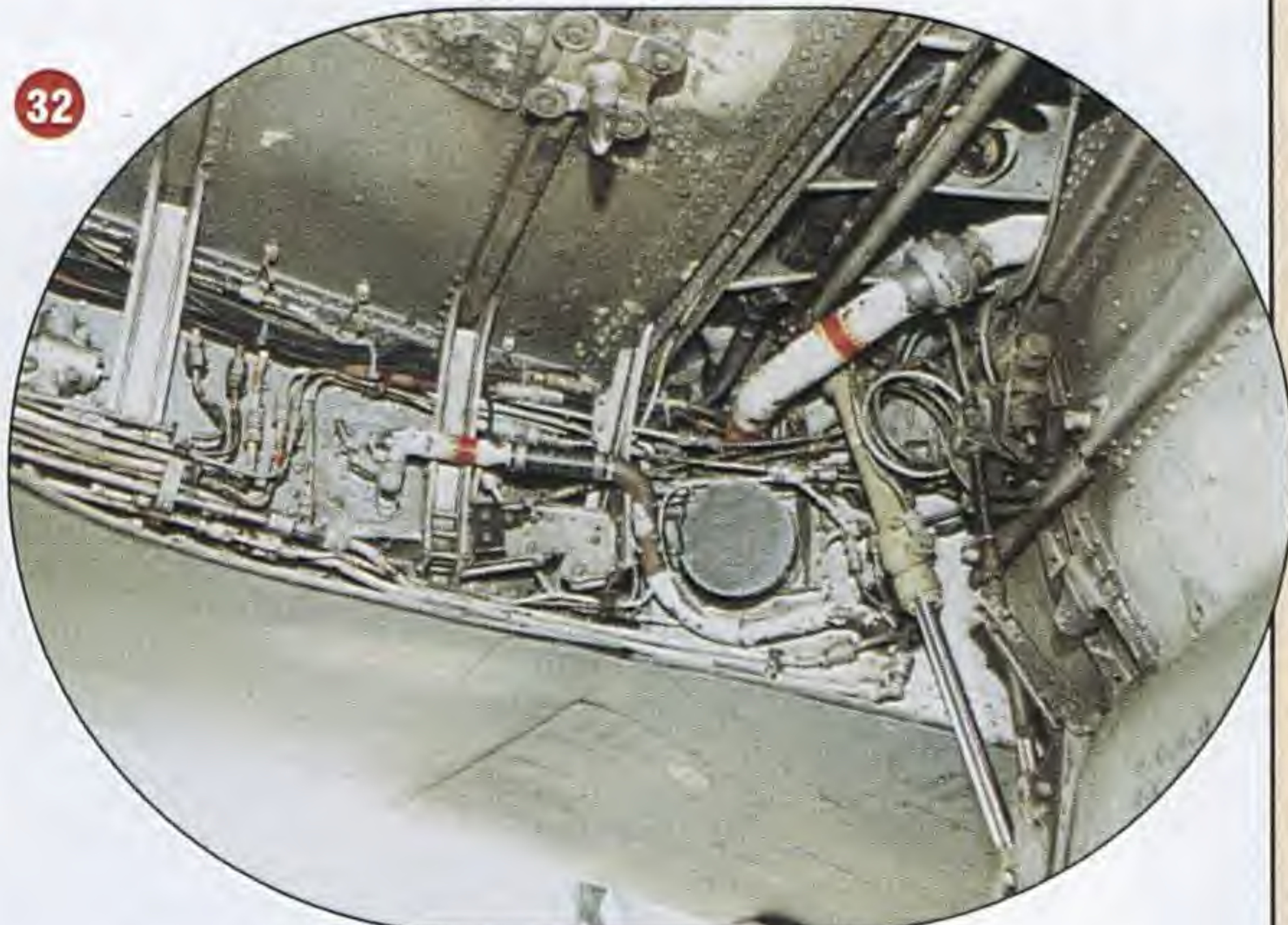


29

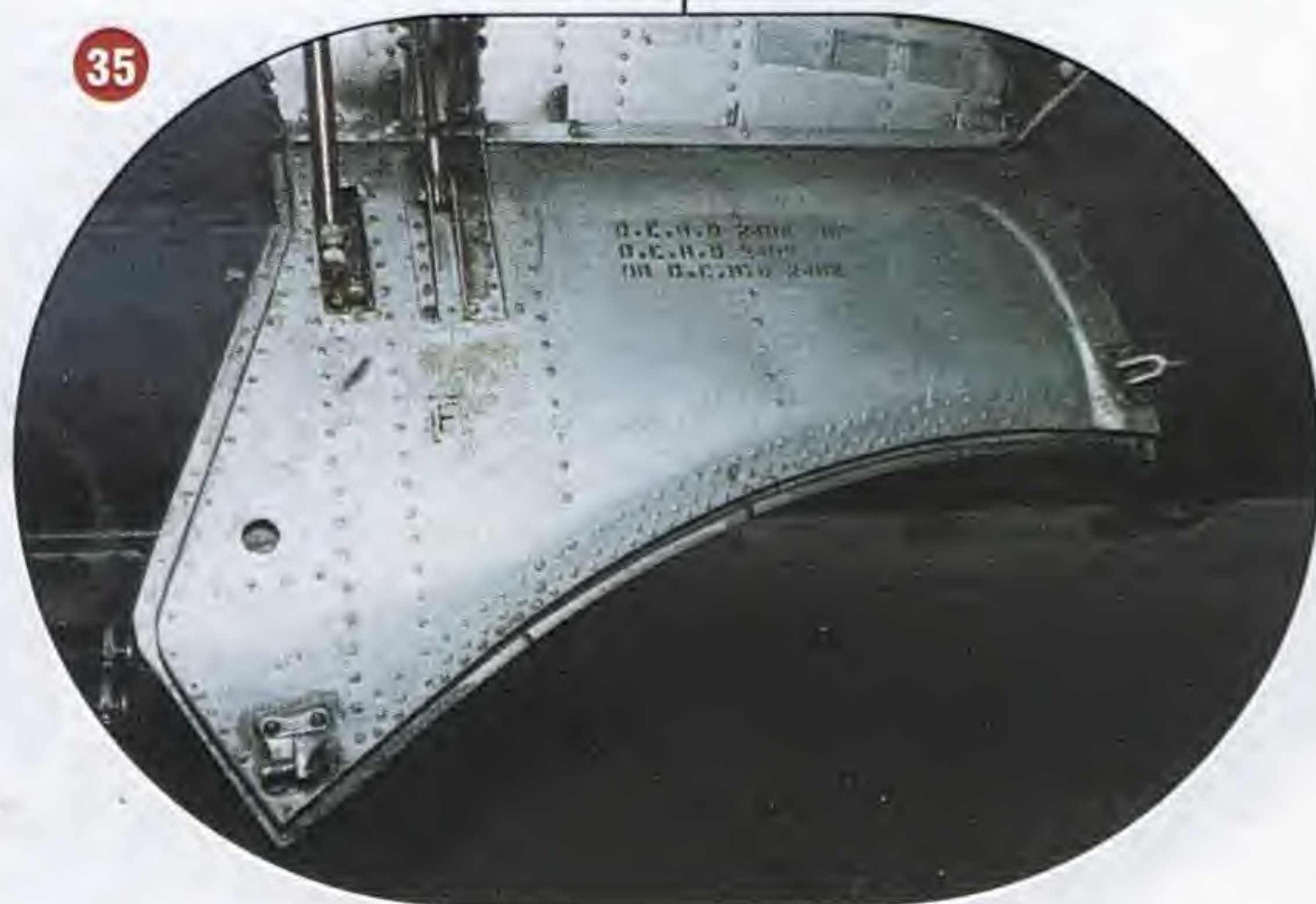
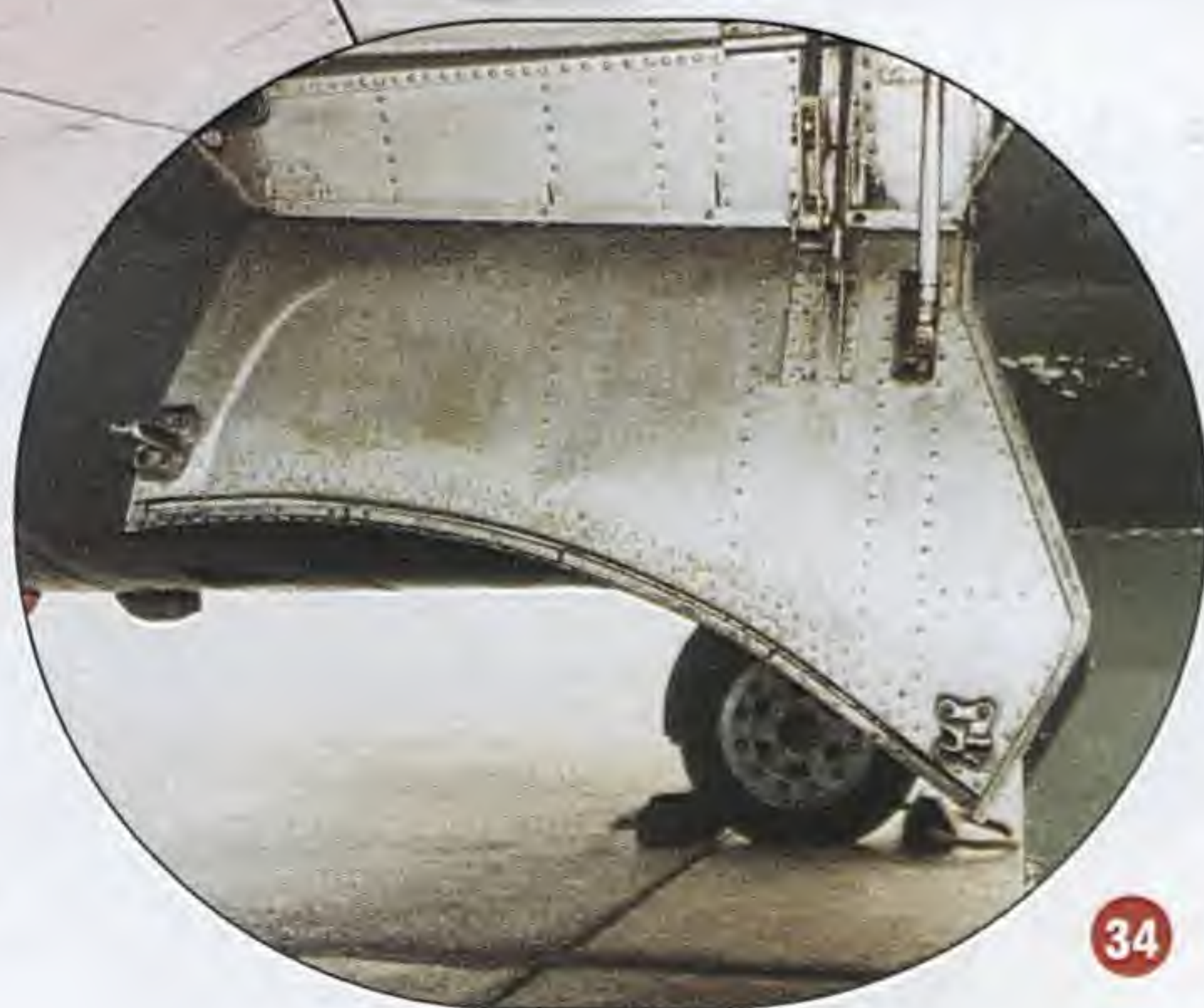


26

Photo Album: Hawker Hunter T.8C WV322



Immaculate Hawker Hunter T 7B WV318 of 208 Squadron, finished in a black colour scheme reminiscent of the famous 'Treble One' Squadron Black Arrows, photographed at RAF Lossiemouth in March 1994.



Inner face of the port main wheel and undercarriage strut. The door inner surfaces are dull silver. The undercarriage leg is Light Aircraft Grey with bright, natural metal oleo. Note the design of the wheel hub which is silver.

Useful forward view of the port undercarriage leg/wheel shows the position of the three sections of the outer main undercarriage doors. Note also the position of the torque links in relation to the bright silver oleo and the red painted ground lock and warning flag.

Looking forward in the port main undercarriage bay which is a well worn, dull silver colour. Note the inner door actuator, reinforced ribs on the vertical walls and the mass of pipework which is mainly silver or white in colour.

Close up of the starboard main undercarriage leg and wheel.

These two photographs show the starboard and port inner main undercarriage door. Overall interior finish is dull silver with bright metal retraction jack. Note door lock mechanisms at lower corners.

Kit of the Year *How you voted!*



1

Best Injection Moulded Kit

- 1st. Accurate Miniatures 1/48th Douglas Dauntless
- 2nd. Tamiya 1/48th Bristol Beaufighter
- 3rd. Revel® 1/72nd Focke Wulf Fw 190A-8/RII



2

Best Limited Run Injection Moulded Kit

- 1st. Eduard 1/48th Hawker Tempest V
- 2nd. Battleaxe 1/48th Republic F-84G
- 3rd. Pegasus 1/72nd Albatros W.4



3

Best Resin Kit

- 1st. Model Design Construction 1/48th Fairey Swordfish
- 2nd. AstroModel 1/48th Macchi C.200
- 3rd. Classic Resin Airframes 1/48th Fokker G.1



4

Best Vac-formed Kit

- 1st. Dyavector 1/48th Gloster Javelin
- 2nd. Aeroclub 1/48th D.H. Venom
- 3rd. Koster Aero Enterprises 1/48th Lockheed PV-1



5

Best Resin Accessory Manufacturer

- 1st. Paragon Designs (UK)
- 2nd. Kendall Model Company Inc. (USA)
- 3rd. Aires (Czech Republic)



6

Best Etched Brass Accessory Manufacturer

- 1st. Eduard (Czech Republic)
- 2nd. Reheat (UK)
- 3rd. Airwaves (UK)



7

Best Decal Manufacturer

- 1st. AeroMaster (USA)
- 2nd. Cutting Edge (USA)
- 3rd. Model Art (UK)



8

Best Mail Order Company

- 1st. H.G.Hannant Ltd (UK)
- 2nd. The Aviation Hobby Shop (UK)
- 3rd. Squadron (USA)



Special Scale Aviation Modeller International categories.



S1

Best Model Feature

Photo Build 'Plank Wing building the F-84G Thunderjet', JMGT 1/48th scale F-84G by Richard A. Franks (Vol 3 Iss 5 May 1997)



S2

Best Sketchpad

Hawker Hunter by Steve Benstead (Vol 3 Iss 11 Nov. 1998)



S3

Best Aviation Feature

'Whispering Death', the Bristol Beaufighter by Richard J. Caruana (Vol 3 Iss 9 Aug. Sept. 1998)



S4

Best Cover

Vol 3 Iss 4 February 1998

Thank you everyone who took the time to write, fax or email your nominations for our annual poll. It was most interesting to see what you did and did not like in 1998 and it is also interesting to note that 1/48th is obviously 'the' scale for the year.

Prize Winner

One lucky person from the many thousands of entries we received was drawn to receive his very own 'Kit of the Year', in the form of an Accurate Miniatures Douglas Dauntless, and the



lucky winner was Mr Ian Wallace, of Christchurch, New Zealand.

Well done Ian, a copy of the brand new SBD-1 Dauntless will be on its way to you directly from Accurate Miniatures by the time you read these words!

Aircraft Sketchpad by Steve Benstead



Supermarine Swift F.1

Main Instrument Panel

The main panel is dominated by the Gyro Gun Sight (G.G.S.) which slides forward to the base of the windshield when not in use. The small button on the unit (bottom left) manually retracts the G.G.S.

To the left of the G.G.S., the yellow handle is to jettison the canopy and the two red warning lights / push-button units are jet pipe fire warning and extinguisher system (right) and engine bay fire warning and extinguisher system (left). The large dial below is the accelerometer. The panel to the right of the G.G.S. contains various dimmer and selector switches connected to the gun sight system.

The centre panel contains all the standard flying instruments - top row (left to right), airspeed indicator, artificial horizon and vertical speed indicator. Bottom row (left to right), altimeter, G.4.F compass and turn/slip indicator.

The panel to the left contains lighting gear selector buttons at the top alongside the undercarriage position/locked indicators.

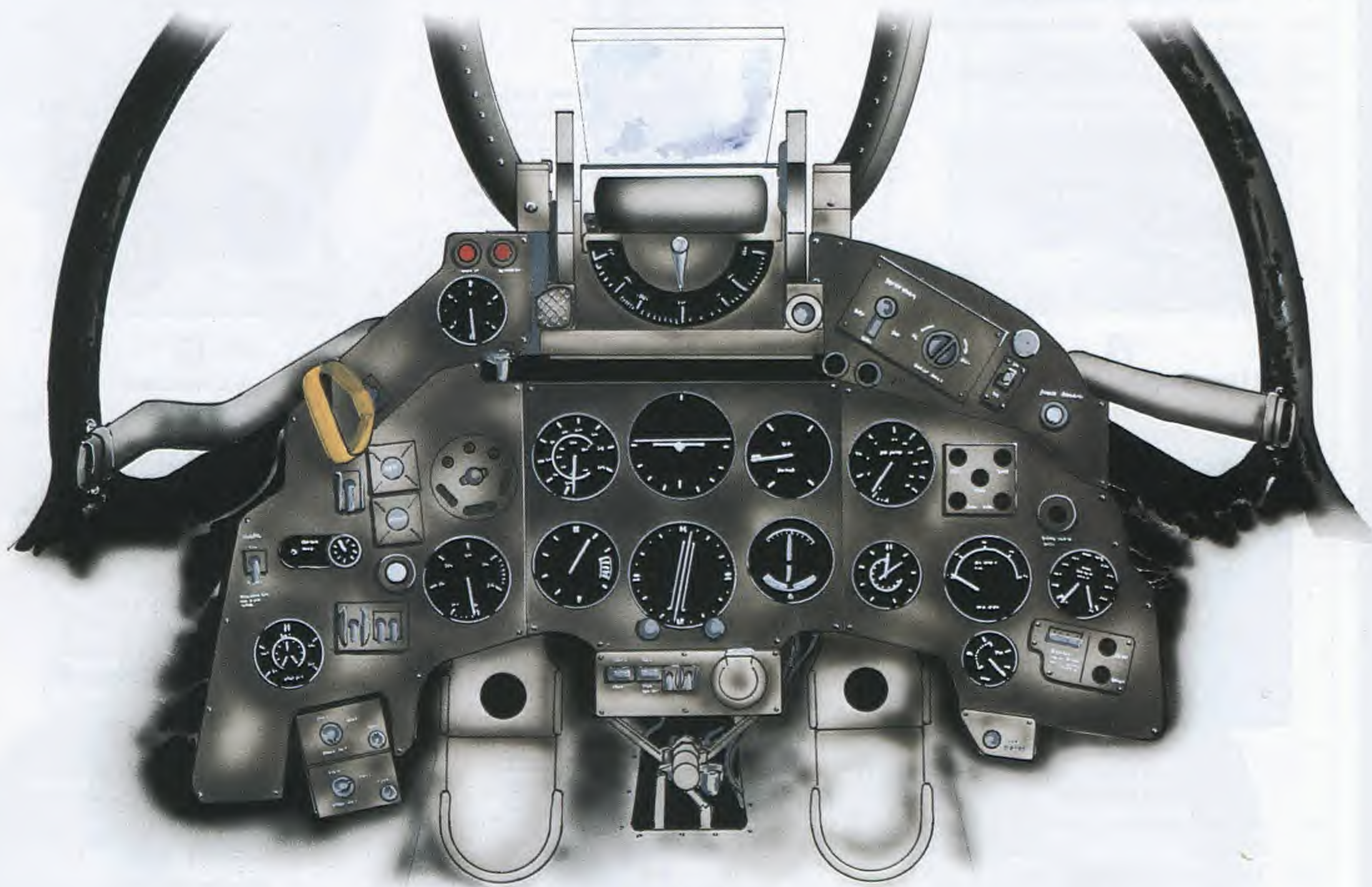
The small dial in the centre left is the flap position indicator. The large dial to the right is the Mach indicator. Bottom left is the triple landing gear pressure gauge. The two units at the bottom are the VHF control units.

Over on the right hand side is the DME indicator (top-left) next to the various fuel flow failure warning indicators. Most of the warning indicators on the Swift show black when functioning and white when off or failed. To the right is the fuel pressure warning button.

The 3 middle dials are (left to right) engine speed indicator, jet pipe temperature (JPT) and the fuel contents gauge.

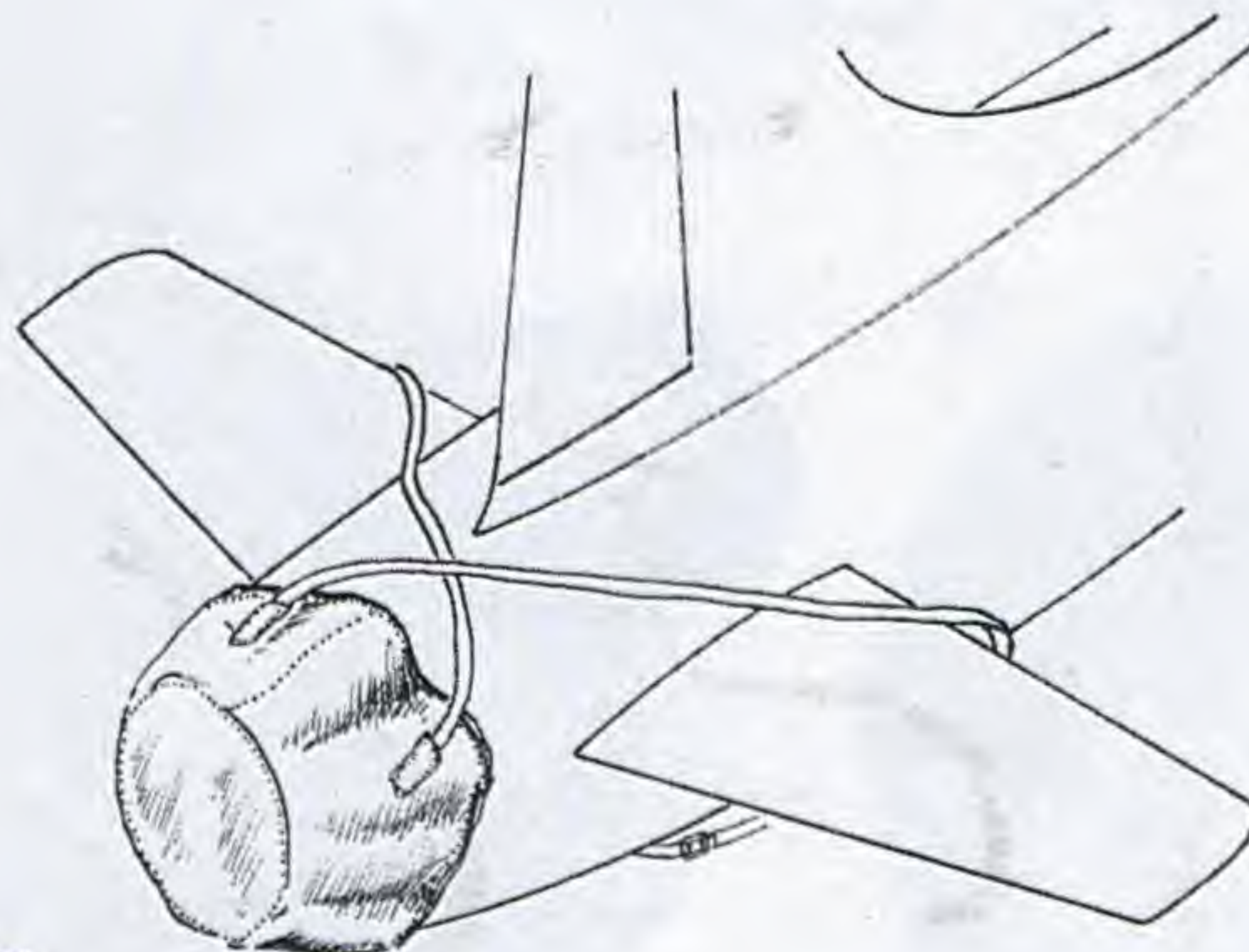
Below the JPT is the oil pressure gauge with the fuel balance controls and warning lights in the panel to the right.

Also prominent in this view are the windshield de-mister pipes. Not visible is the E.2 Compass unit mounted to the canopy frame above and to the right of the G.G.S.



Once again this month Steve Benstead has tied his interior artwork in with Richard J. Caruana's feature and takes a look around and in the Supermarine Swift.

The drawings represent a late series Mark 1 aircraft following several modifications to the original Swift cockpit layout.. For a single seat, single engined aircraft the Swift begins to display the classic "busy" interior that we have become used to in post-1950's jet aircraft.



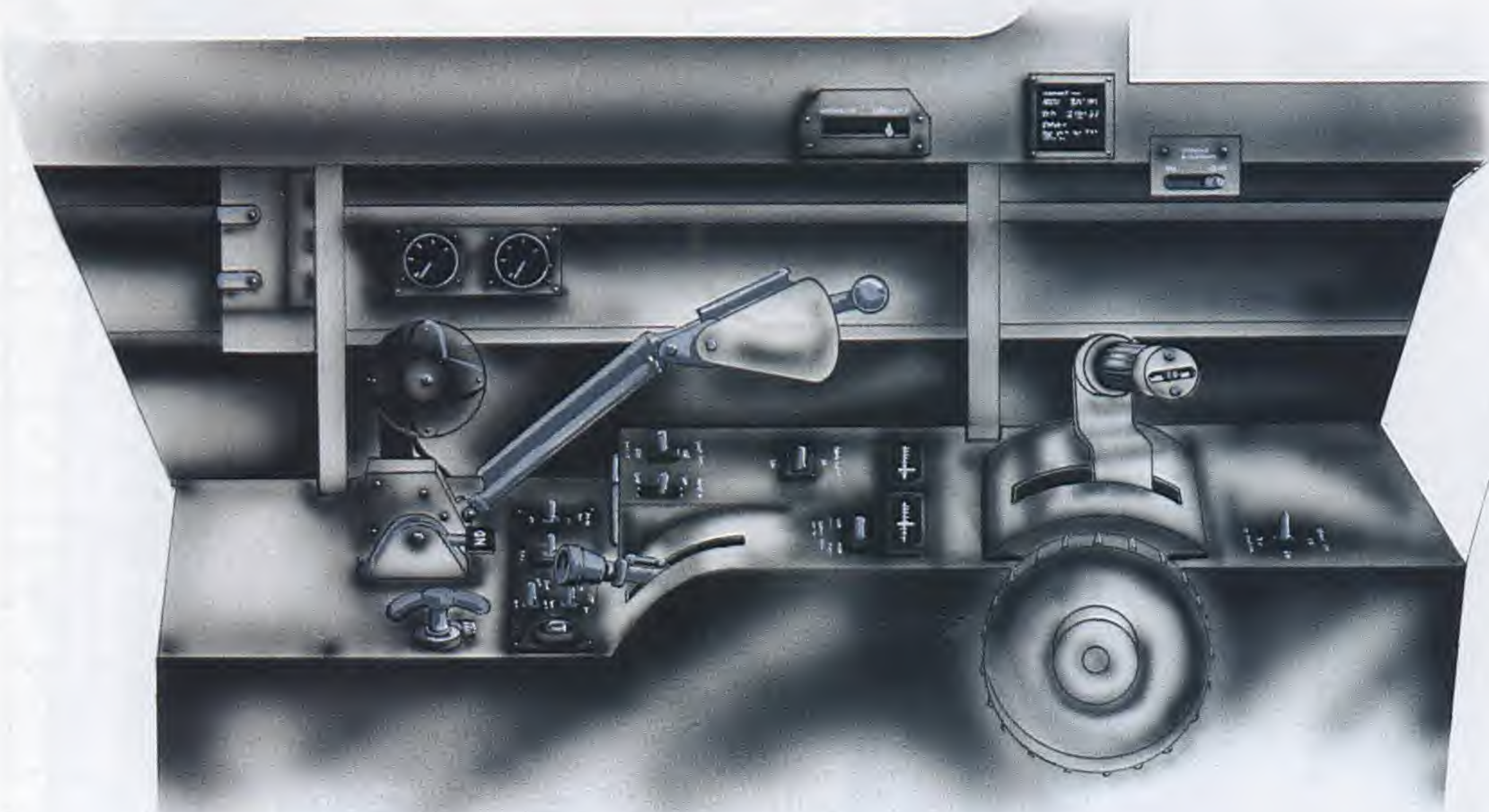
Jet Pipe Cover

The jet pipe cover is a fitted unit with the straps adjusting / attaching beneath the rear fuselage section.

Colour Notes

Basically the interior of this machine was black. This black has a very noticeable sheen to it, being more akin to 'eggshell' than satin. This colour does seem to wear very quickly and it soon becomes scratched, exposing the bare aluminium beneath. The instruments are all black with off-white numerals and pointers and all hazardous controls (emergency systems etc) are usually either painted with black and yellow stripes, or have covers over them which are also painted in these colours.

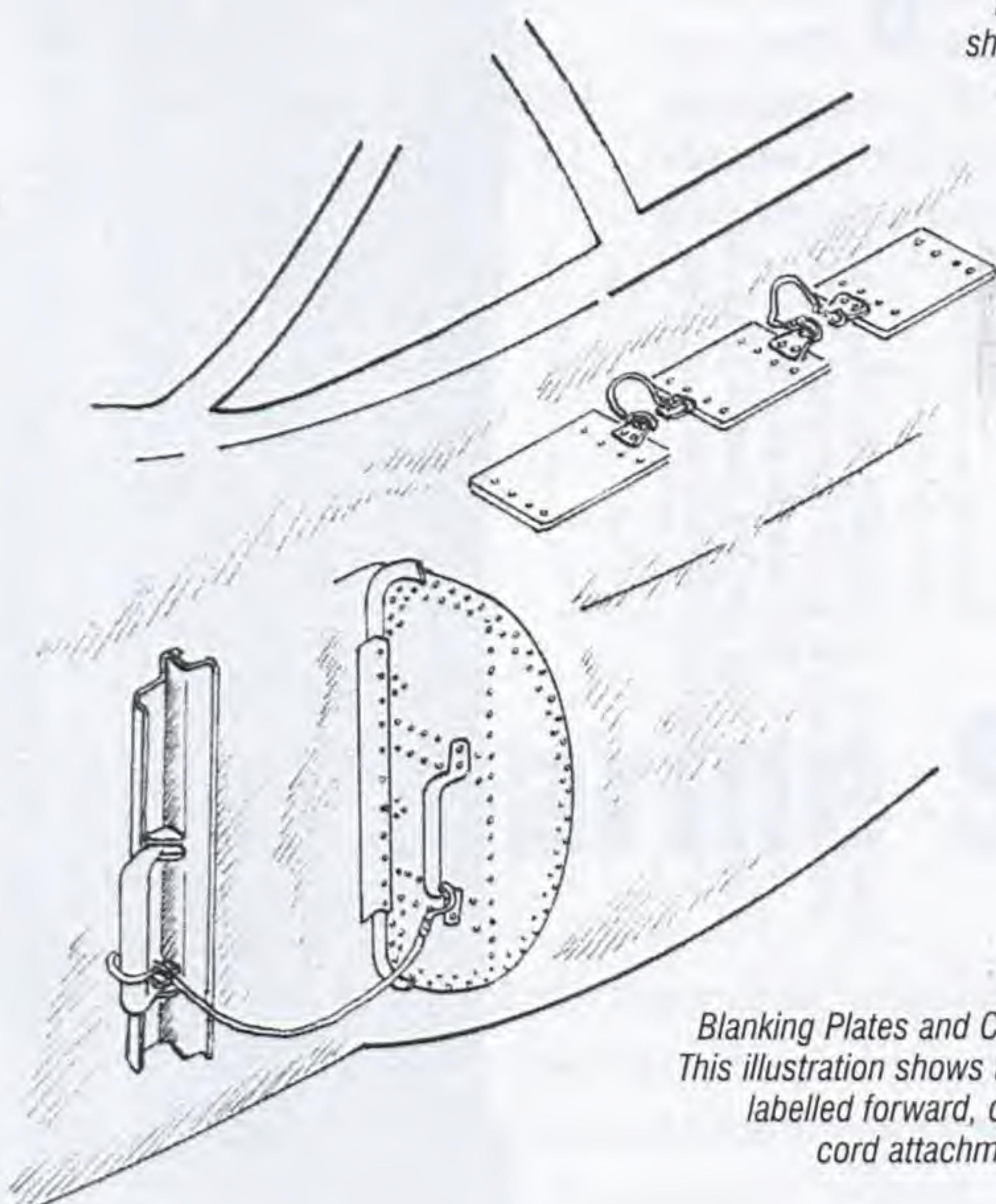
The ejection seat was a dark metal colour, with details in black and green. The firing handles are red and yellow striped and the drogue and cord on top of the headrest are a deep fawn colour.



Control Column
The black switch at the top is for elevator trim with the flip-up bombs/R.P. switch just visible to the right. The gun trigger can be seen protruding at the front with the gun camera button placed on the left of the handle. The large lever at the front operates the brake system.

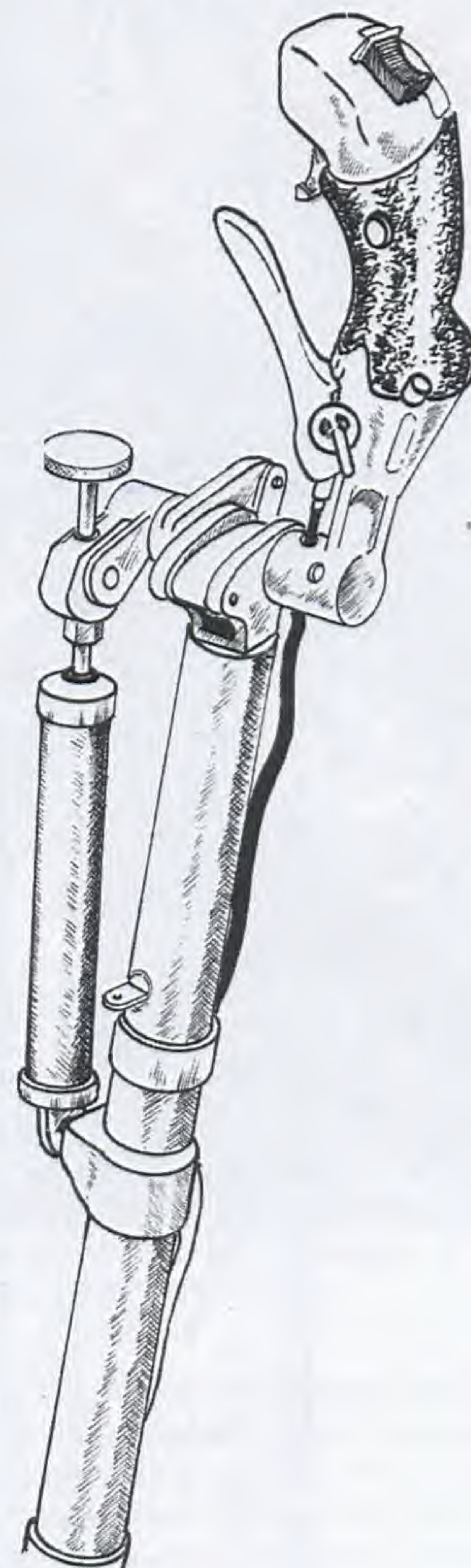
Left Cockpit Sidewall

Starting aft (left) in this drawing we find the flying control locks stowage box with the 2 main accumulator air pressure gauges to the right. Below these gauges is the large cockpit ventilator unit. The pyramid shaped unit with the "ON" lever is the elevator power selector with the fuel tank jettison control handle in front (unlocked using the switch at the base and pulled up to jettison tanks). Next we have the I.F.F. unit and then the high pressure fuel cock lever and integral engine re-light switch. The switches above this are for the various trim-controls with the 2 trim indicators forward (aileron/rudder outboard and elevator inboard). The unusual lever system above the trim controls is the aileron power selector. Above this is the Hood Locked indicator which indicates if the canopy jettison mechanism is fully functioning. To the right of this is the G.4.F. Compass correction card and the G.G.S. target reject/re-select switch. The throttle handle below incorporates flap/airbrake controls, press to transmit switch and G.G.S. twist grip range control. Finally we have the main trim wheel and VHF selector switch.



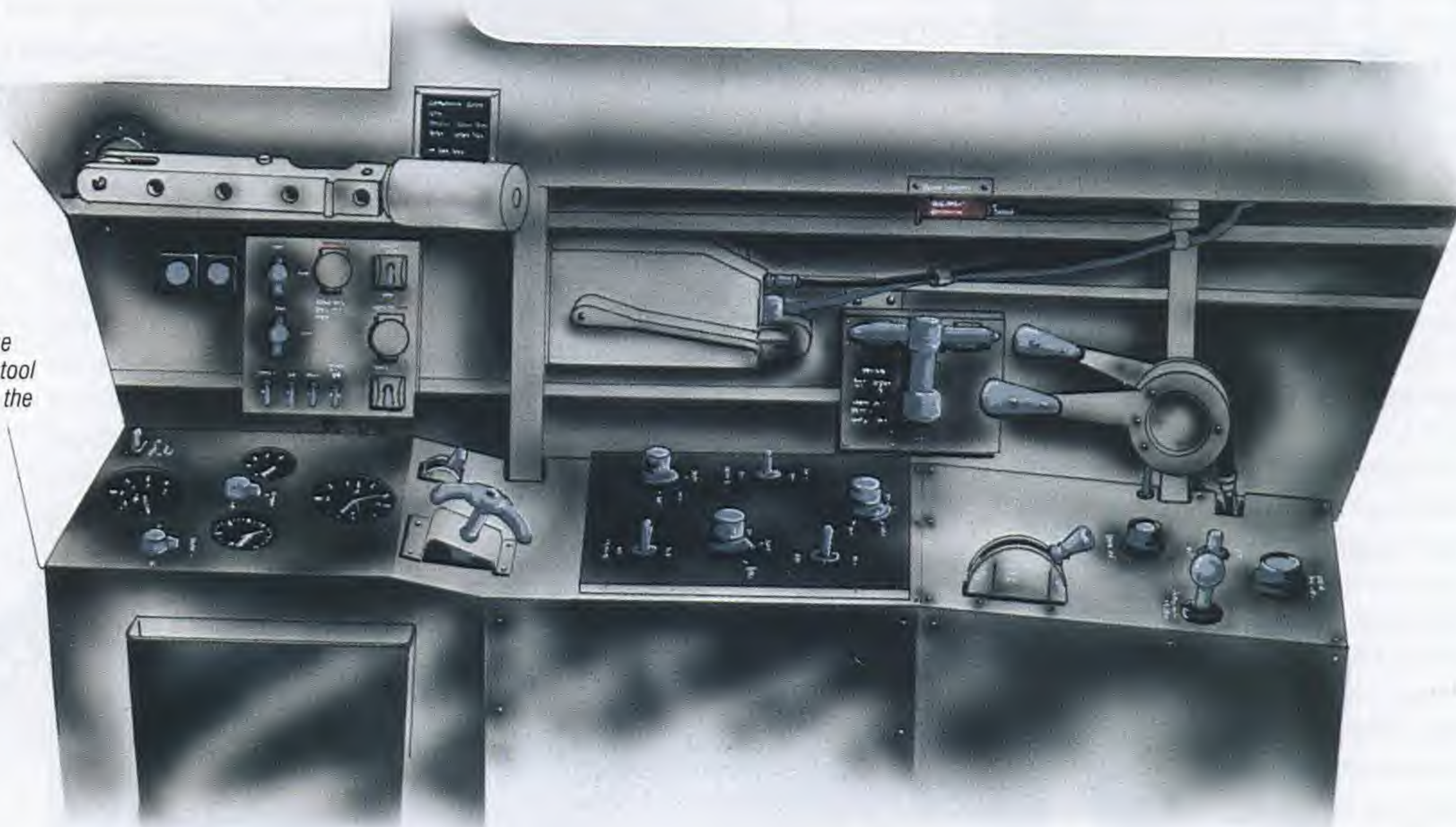
Blanking Plates and Covers

This illustration shows the standard fit of aircraft covers. The 3 top covers were labelled forward, centre and aft as the top inlets differed in size. Note the cord attachment points for each set of covers.



Right Cockpit Sidewall

Moving from left to right, the large folding handle is for manually opening the canopy. Below this is the main panel for arming / jettison of weapon loads. The cluster of dials and gauges are (left) oxygen flow gauge, cockpit altimeter (inboard), oxygen contents gauge (outboard) and clock (right). The large "T" handle is for rudder adjustment with the hydraulic pressure warning / override switch behind. The black panel to the right is the D.M.E. control unit and the unusual "T" shaped tool attached above is the access key for access to the various panels, gun bays etc on the aircraft. The small red unit above is the canopy seal emergency release control (by pushing the lever forward the seal around the canopy is broken). The twin control levers are for High and Low Pressure fuel control. Below these are various controls for cine camera, g-suit test, emergency oxygen supply etc.

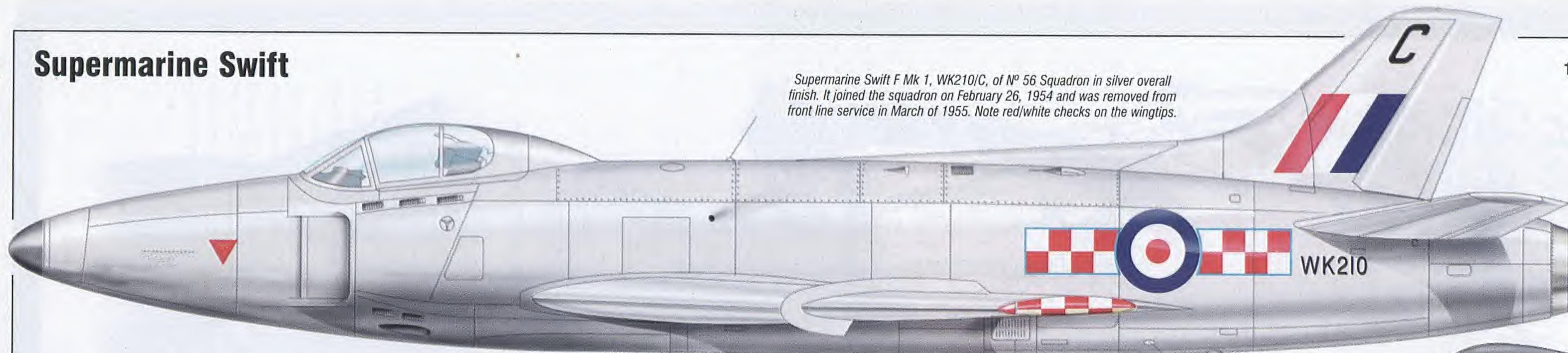


Next Month

McDD F3H Demon

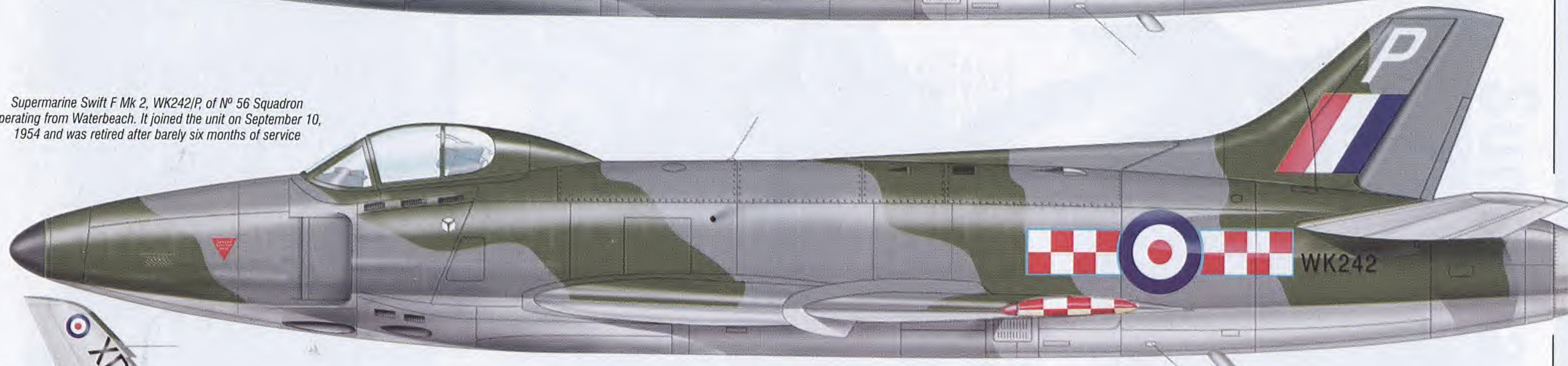
Supermarine Swift

1 of 2



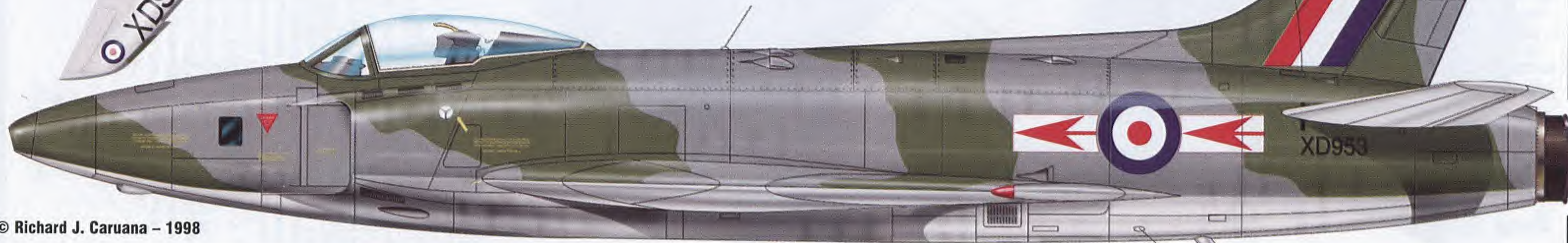
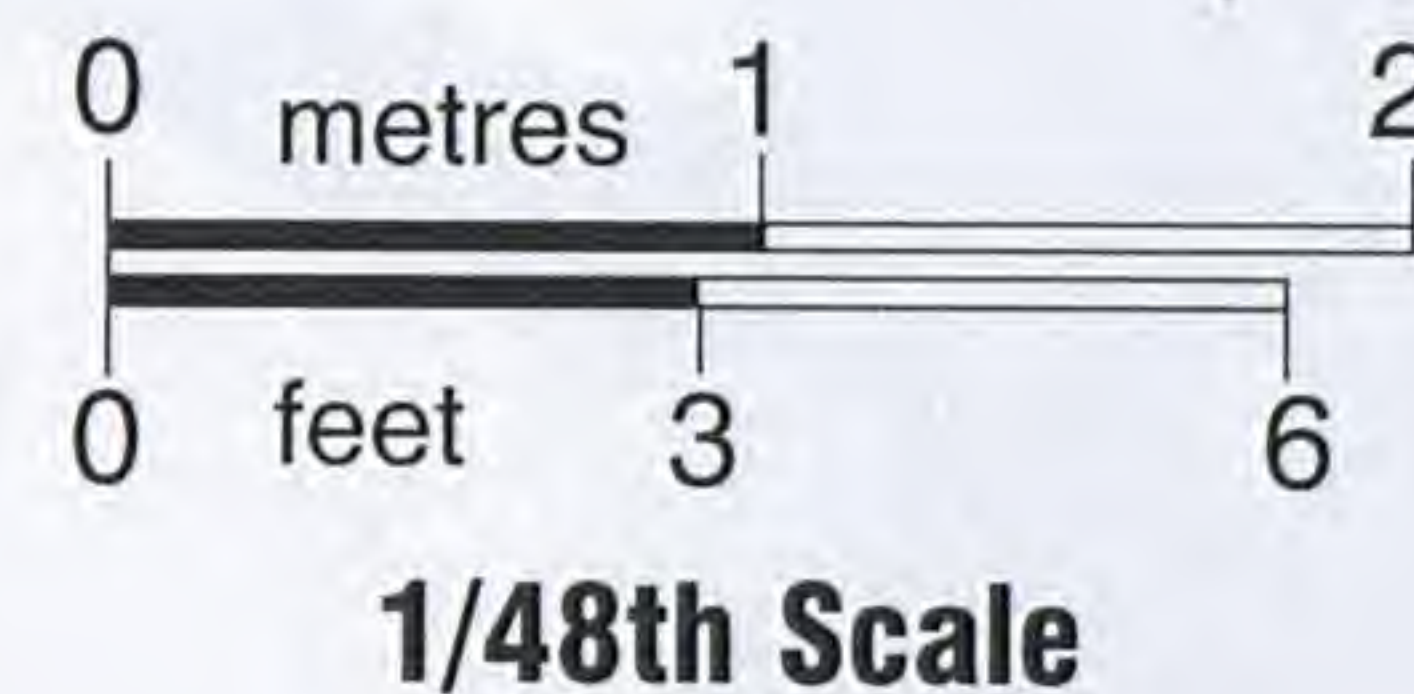
Supermarine Swift F Mk 1, WK210/C, of No 56 Squadron in silver overall finish. It joined the squadron on February 26, 1954 and was removed from front line service in March of 1955. Note red/white checks on the wingtips.

Supermarine Swift F Mk 2, WK242/P, of No 56 Squadron operating from Waterbeach. It joined the unit on September 10, 1954 and was retired after barely six months of service



Left: Scrap view showing typical undersurfaces. Note that upper camouflage wraps under the wing and tail leading edges

Supermarine Swift FR.5, XD953/F of No 79 Squadron which remained with the unit from July 4, 1956 to September 6, 1960. Standard scheme for all camouflaged Swifts was Dark Green and Dark Sea Grey uppersurfaces with Aluminium undersides



Supermarine, which had produced the impressive series of Spitfires during World War II, entered the jet-age with the Attacker for the Royal Navy (RN). A quick glance at the Attacker shows that it was made up of wings and tail from the last Spitfire version, the Spiteful, married to a jet engine housed within a basic fuselage. Not even a nose-wheel had been considered to give the fighter some measure of modernity. While this aircraft did provide the RN with a jet fighter of sorts, the RAF in the belief that the Vampire and Meteor would last forever, showed no interest!

Proper interest in swept-wing aircraft was not shown either, even though Sabres and MiG-15s were already in full production. The Ministry of Supply did note these events, however, and contracted Supermarine through Specification E.41/46 to produce a swept-wing version of the Attacker which resulted in the Type 510. Powered by a Nene RN2 of 5,000lb thrust, VV106 had a 40° swept wing (at 30% chord) and flew for the first time on December 29, 1948 from Boscombe Down with Sqdn Ldr Mike J Lithgow at the controls. The aircraft went through a long series of tests, and apart from Lithgow it was also tested by L Colquhoun, C Horne, D Morgan, PW Judge and P Roberts during which a wide parameter of flight conditions were explored.

Not all was well with the Nene, which suffered from severe vibration below 6000rpm combined with loss of directional stability below that

aboard HMS Illustrious.

After nearly a year and a half since the appearance of VV106, Supermarine produced a second prototype. Known as Type 528, it differed mainly in having an afterburning Nene 3, but externally it looked little different from its predecessor. A few weeks after its maiden flight on March 27, 1950 from Boscombe Down, it went back for a major rebuild. This included the provision of a nosewheel undercarriage in a lengthened nose section, enlarged air intakes, increased internal fuel capacity, gun bays, and the clear teardrop canopy was replaced by a heavily framed affair. In this form, VV119 was redesignated Type 535 and flew again on August 23, 1950 with afterburning trials commencing the following September.

Handling was smooth and pleasant and Supermarine appeared to be making progress, albeit at its own cost having invested a lot of its own resources. So much so, that it even organised a tour for its design team to Germany where the first Royal Canadian Air Force (RCAF) Sabres had been stationed, to take a close look at this marvel from across the Atlantic. They found, much to their amazement, that the Sabre was like something out of the future, highly finished both externally and internally. The cockpit alone was described as something coming from "the 21st century" while that of Supermarine's fighter-to-be was practically indistinguishable from a Spitfire's!

Not Quite Supermarine Swift

Carefully sifting through the miles of print that appeared in the past regarding the Swift one comes to the conclusion that it was nothing more than a highly publicised flop. Digging a little deeper one discovers that Supermarine's last offering to the Royal Air Force (RAF) was a victim of mis-conceived origin, a hurried attempt to make up for the lethargy which characterised post-war military thinking in Britain. While the American F-86 Sabre and Soviet MiG-15 were fighting the first jet dog-fights in the skies of Korea, the RAF was still without a British-designed swept-wing fighter within its ranks. Richard J. Caruana describes this forgotten, though very elegant aircraft which makes an intriguing modelling subject.

power. Some redesign of the engine intakes cured this problem and predictions of Dutch roll or snaking were proved to be unfounded as VV106 became a pleasure to fly, though dead stick landings within the confined spaces of Chilbolton airfield — which was ideal for Spitfires, but hardly adequate for jets — accounted for many hair-raising occasions. Tests continued, at Supermarine's and then at the Royal Aircraft Establishment, Farnborough, where it underwent comparative trials with an F-86 Sabre. Though the latter's performance was the winner below 25,000ft, VV106 proved to hold its own against the American fighter above that height. Its rough overall finish clearly indicated that it was no more than an experimental machine, so much so that no official interest in the type was forthcoming. In a bid to entice the RN for an Attacker replacement, it was navalised and even performed a series of deck trials

War... Again

Barely five years after the end of a world war which had bled the major participants dry, another broke out in the Far East where Britain found itself involved. As could be expected, Supermarine's new jet aircraft was nowhere near looking like a fighter, let alone nearing production and service. So it must have been



Early, troublesome days for the Swift F Mk 1 here seen in service with the only unit to use the type, N° 56 Squadron (RJ Caruana Archives)



One thing the Swift never lacked was elegance, as this climbing shot of FR.5 XD953/F shows. It is a N° 79 Squadron machine, subject of one of the colour art profiles (RJ Caruana Archives)

with some chanting of "mea culpa" that the Air Ministry was practically forced to order 430 Sabres from Canadair under the Mutual Defence Assistance Program. This did, however, inject some impetus into the development of indigenous types, including those designed by Supermarine and Hawker. But turning what had by that time become known as the "Swift" into something close to the F-86 Sabre was going to be no mean task.

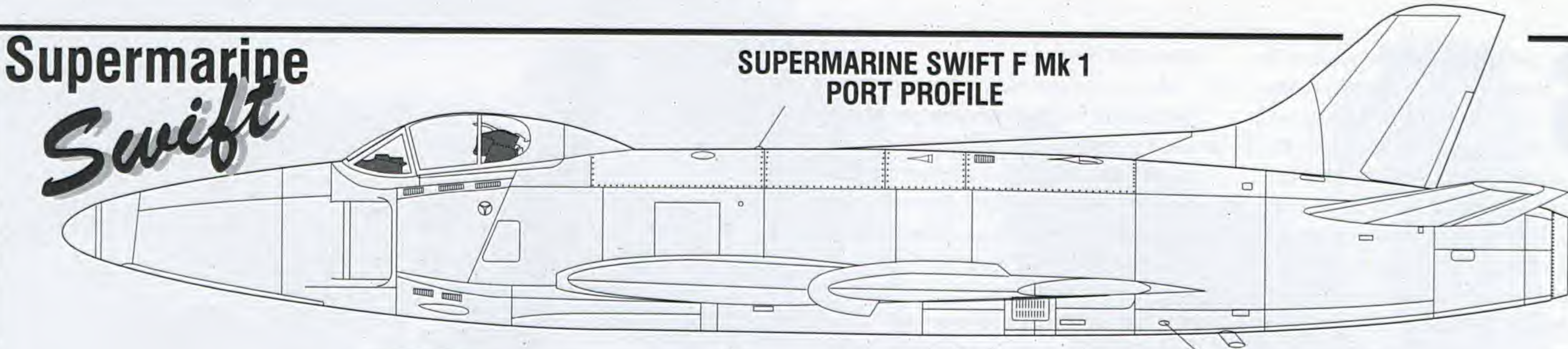
An order for two prototypes and 100 day-fighter production examples was placed in November 1950 and Type 541 appeared, powered by the Rolls Royce Avon RA7 of 7,500lb thrust, an engine which, however, did not have provision for reheat. In this guise, WJ960 flew for the first time on August 1, 1951. Three days later, severe buffeting caused a fuel cock to break thus starving the engine, fortunately with no serious consequence to Lithgow who performed another of his familiar dead-stick landings at

Chilbolton. Performance had improved, though lateral stability suffered and the Avon, at that stage, proved no more reliable than the Nene as on November 1, WJ960 suffered another engine failure followed by a belly landing. Damage was minimal and quickly repaired, well in time for a demonstration at Farnborough airshow three days later. Type 541 went on to chalk some impressive feats, including a flight of 200 miles from Heathrow to Maelsbroek, in Belgium on the occasion of a NATO air display on July 12 1952, in 18 minutes and 33 seconds, at a ground speed of 665.9mph whereupon it performed a full programme of aerobatics before landing.

A second prototype — WJ965 — joined the test programme and was flown for the first time by Dave Morgan on July 18, 1952 by which time stability problems had been largely solved. This was the first 'real' Swift, with the previous empty spaces within the fuselage being turned into fuel cells containing a total of 600 gallons plus 180 gallons in the wings, compared to the 360 of WJ960. Meanwhile, production Swifts F Mk 1 were taking shape at South Marston while the first pair (WK194 and WK195) were being built at Hursley Park. WK194, flew for the first time on August 25, 1952, barely a month after the prototype and the initial order of 100 examples was doubled, this being placed with Short & Harland of Belfast (later to be cancelled). Wing and aileron flutter persisted. A simple solution seemed to be the replacement of aileron spring tabs by a geared version,

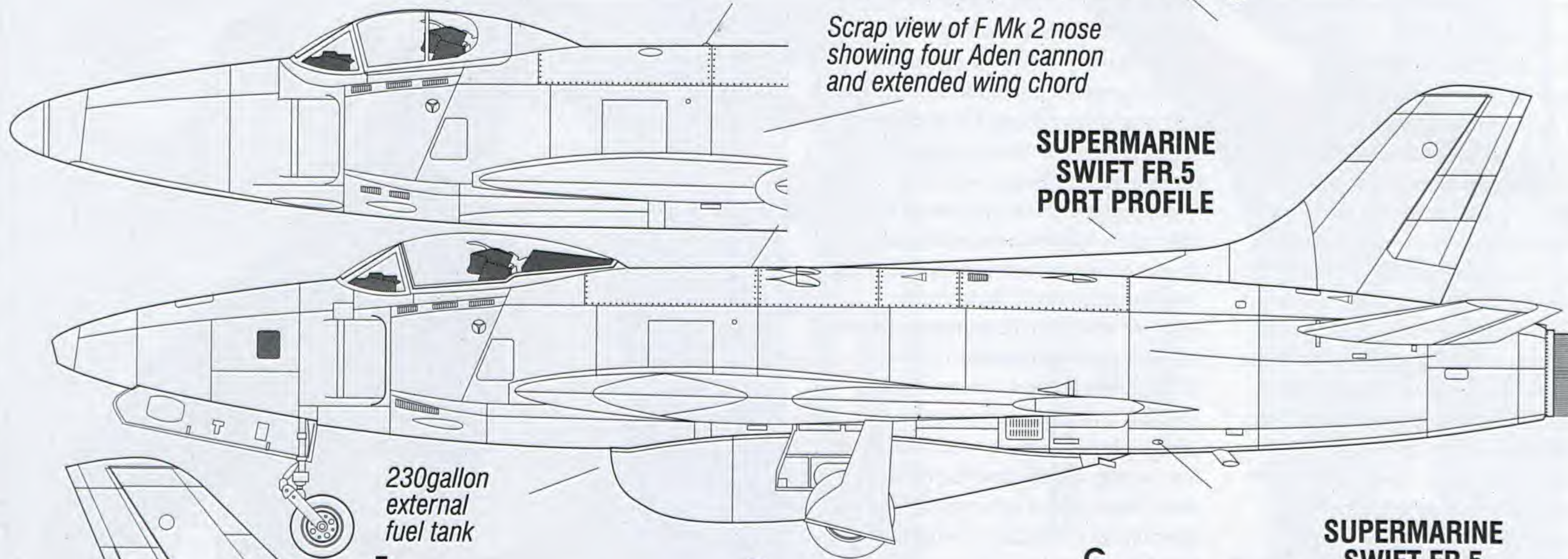
Supermarine *Swift*

**SUPERMARINE SWIFT F Mk 1
PORT PROFILE**



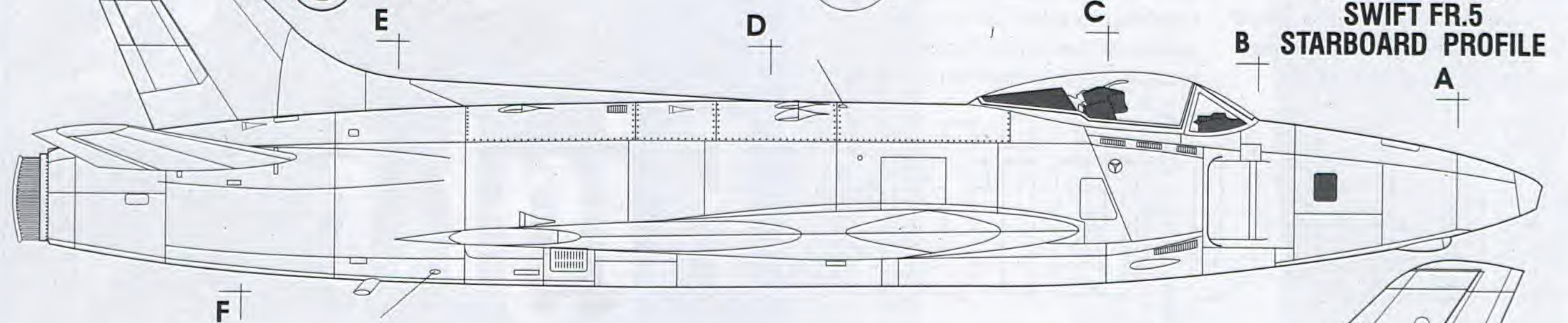
*Scrap view of F Mk 2 nose
showing four Aden cannon
and extended wing chord*

**SUPERMARINE
SWIFT FR.5
PORT PROFILE**

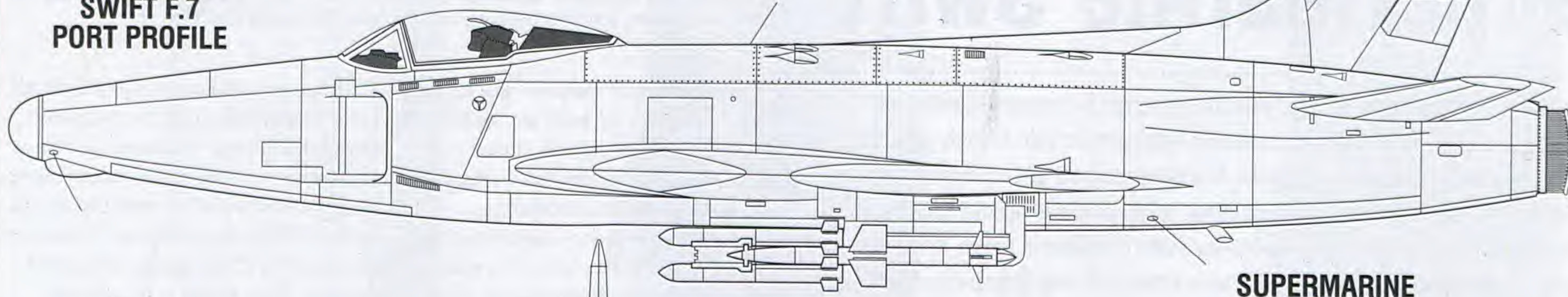


*230gallon
external
fuel tank*

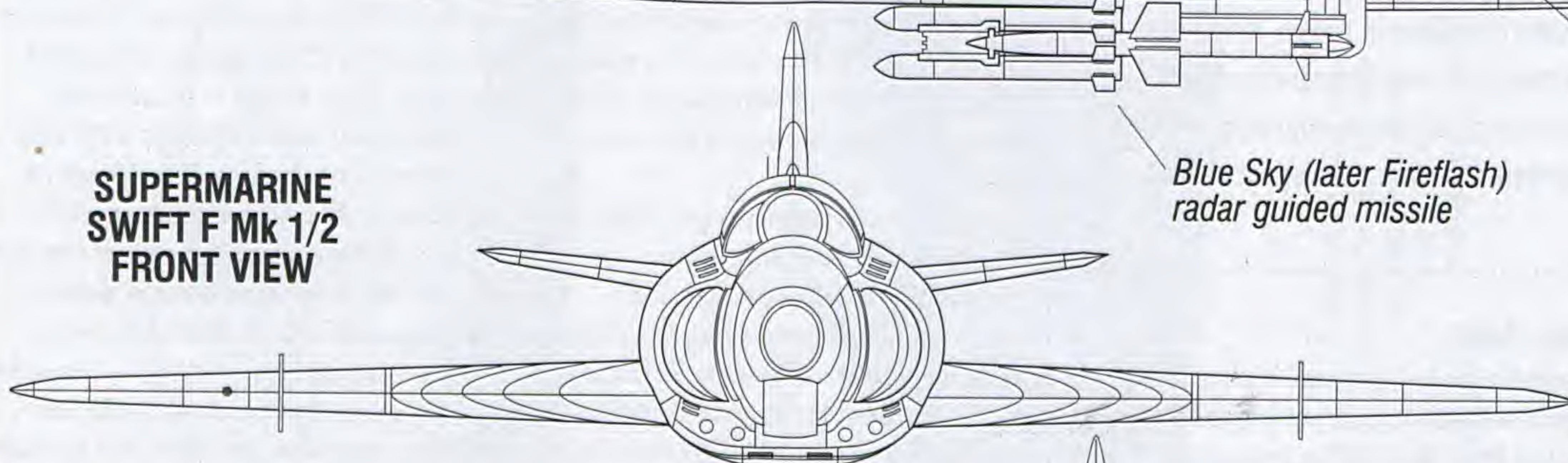
**SUPERMARINE
SWIFT FR.5
STARBOARD PROFILE**



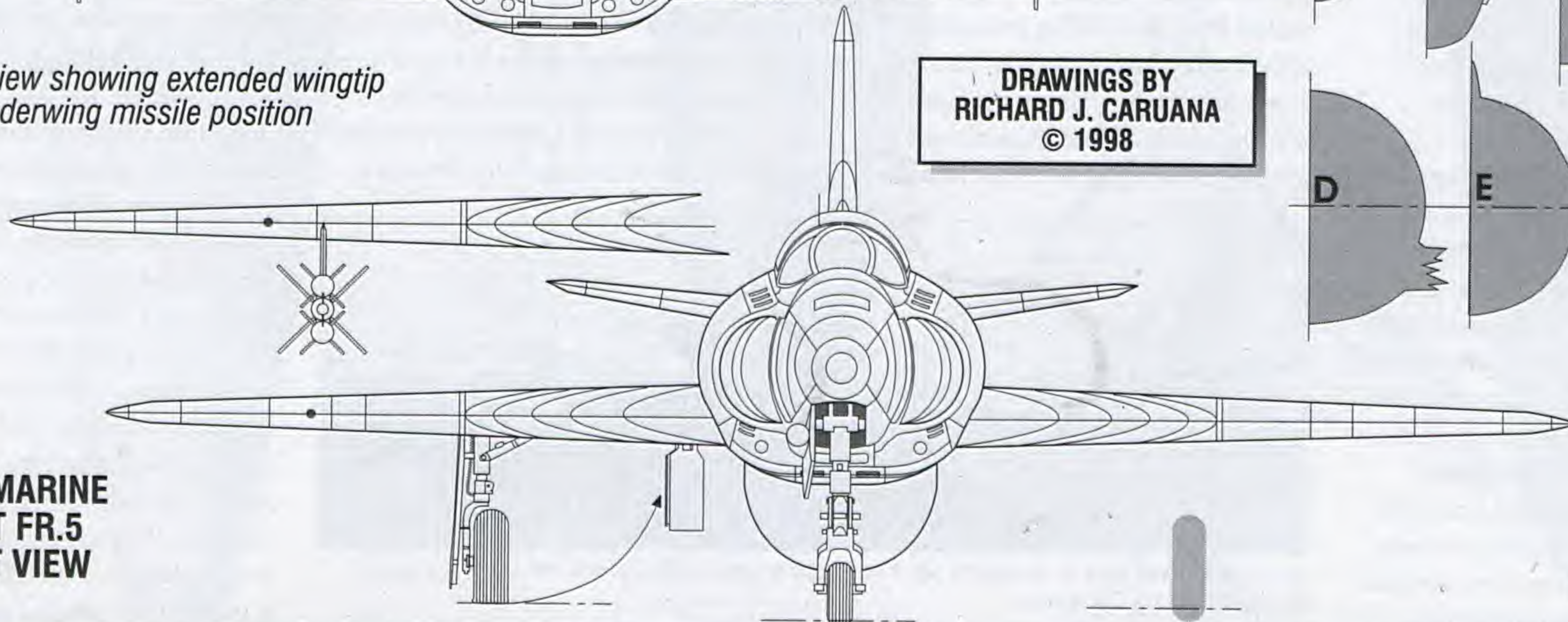
**SUPERMARINE
SWIFT F.7
PORT PROFILE**



**SUPERMARINE
SWIFT F Mk 1/2
FRONT VIEW**

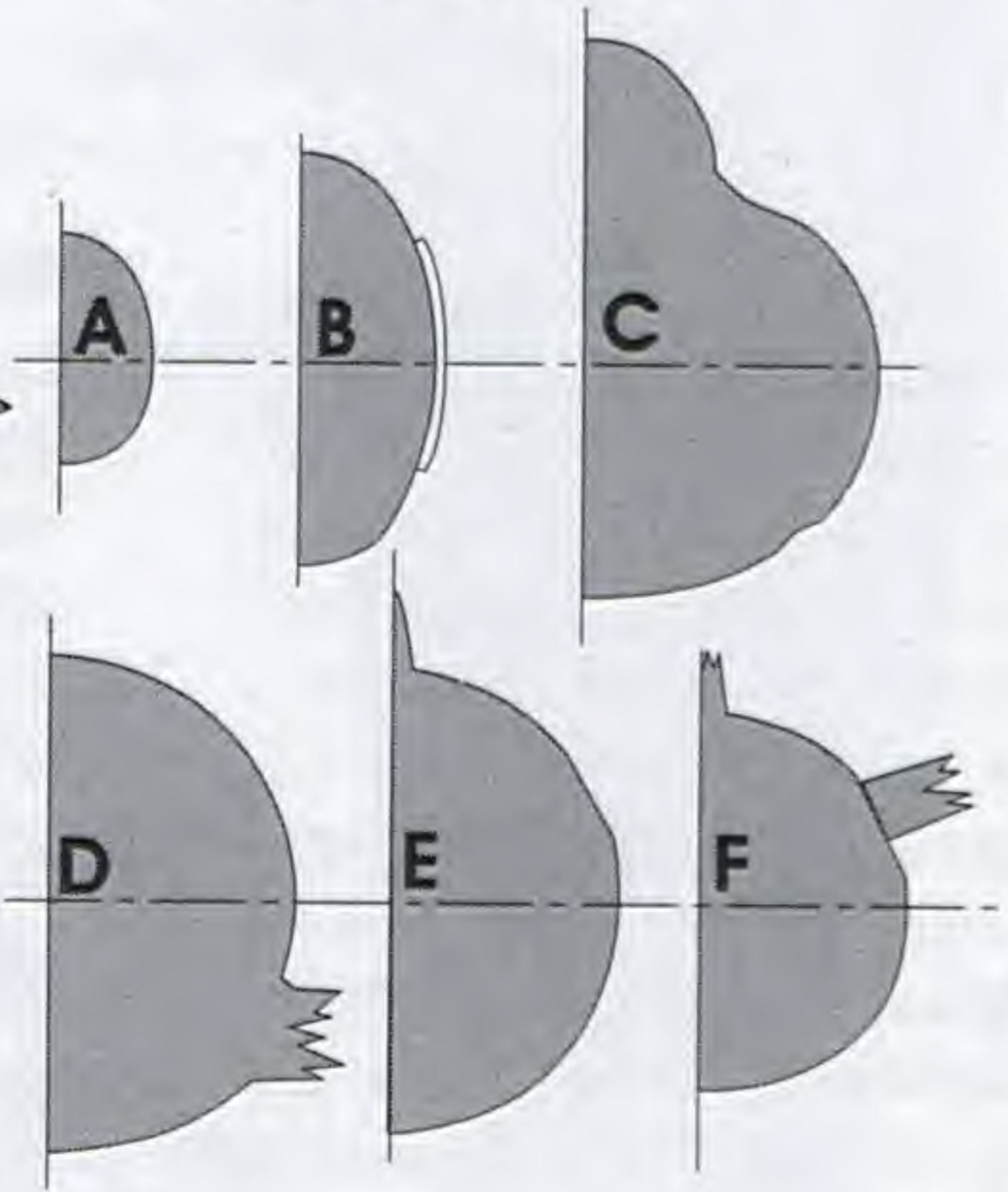


*Scrap front view showing extended wingtip
of F.7 and underwing missile position*



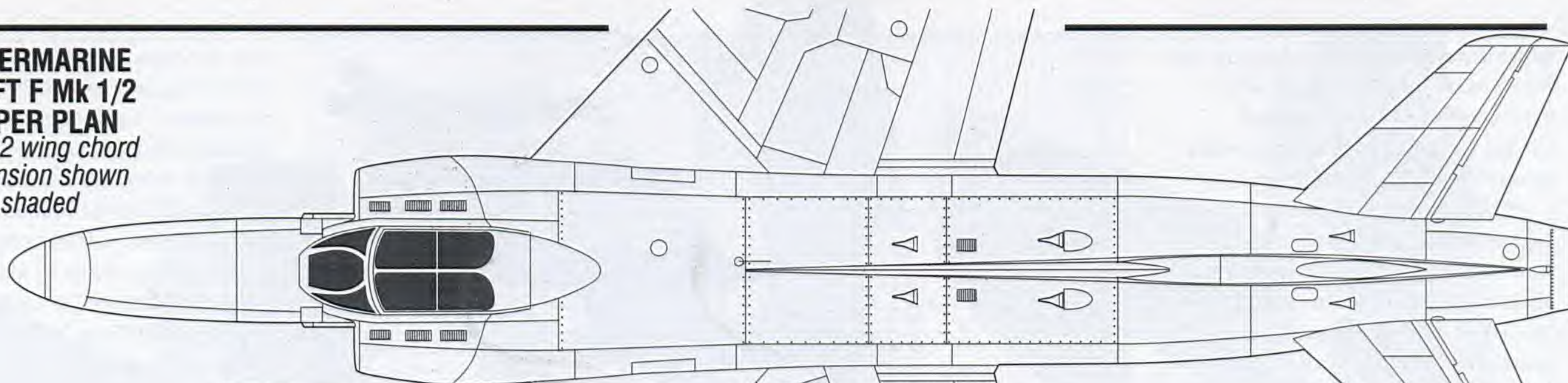
**SUPERMARINE
SWIFT FR.5
FRONT VIEW**

**SUPERMARINE
SWIFT FR.5
CROSS-SECTIONS**



**DRAWINGS BY
RICHARD J. CARUANA
© 1998**

**SUPERMARINE
SWIFT F Mk 1/2
UPPER PLAN**
F Mk 2 wing chord
extension shown
shaded



Tailplane
movement
4° up and down;
9° up emergency trim

Note
wing
fences

Trim tab
this side only

Rudder movement:
28° port and st'bd

Aileron trim
movement:
10° up and down

Aileron movement:
15°30' up and down

Pitot
this side
only

**SUPERMARINE
SWIFT FR.5
UPPER PLAN**

**SUPERMARINE
SWIFT FR.5
UNDERSIDE PLAN**

230gallon
external
fuel tank

Flap movement:
50° down maximum;
35° down take-off
and airbrake

Elevator movement:
15° up and down
25° up maximum with
forward stick
adjustment

Scrap underside
plan of F.7 showing
extended wingtips
and Fireflash Missile

0 metres 1 2
0 feet 3 6

**SCALE IS
1:72**

though lateral stability suffered somewhat. Both WK194 and 195 went for extensive service trials at Boscombe Down where severe criticism was levelled at the armament which consisted of only two 30mm Aden cannon.

All Mk 1 Swifts were in too far an advanced stage of construction to increase the armament, and four cannon were fitted to the Mk 2, though this meant that the wing chord had to be extended forward to house all the rounds. This modification in turn worsened pitch-up problems forcing the design team to try out several solutions, very much in parallel to what Hawker was doing for its Hunter. The best expedient was found to be the dog tooth leading edge, though this had to wait until the appearance of a later mark; Swifts Mk 1 and 2 had to make do with wing fences. The real cure for the F Mk 2 was a shift of the centre of gravity. Considerable ballast was added to the nose, dead weight which penalised even further the Swift's performance.

The Avon continued to prove temperamental, though Rolls Royce began to lay the cause of the problem with Supermarine, rightly claiming that the Avons worked perfectly in the Hunter and Canberra. This added more problems to the design and flight testing team, trying new air intake solutions, none of which seemed to help. Finally, Rolls Royce had to own up, having traced the fault to a minor change in a sub-component by a particular builder.

The RAF, at last, could have its first indigenous swept-wing fighter though this was far from being a fully-fledged service aircraft. Delivery of Swifts began to No 56 Squadron with WK209 on February 20, 1954. A little known fact is that two examples, WK199 and WK215 (F Mk 1 the former, F Mk 2 the latter) were handed over to the Royal Australian Air Force (RAAF) a short time later, though their subsequent fate is unknown. Working up with the new fighter, No 56 suffered the loss of two aircraft and one pilot by mid-May and the Swift was temporarily grounded pending investigations. These incidents happened notwithstanding the limitations put on service use which included a maximum level speed of 550knt up to 5,000ft and Mach 0.9 up to 25,000ft which was considered as its operational ceiling. Furthermore, the ultimate restriction came when it was considered that the Swift F Mk 1 could not carry any ammunition!

The F Mk 2 did not fare much better; of the 21 examples built only six reached No 56 Squadron. While some served as test beds, their history belies the straight face which the RAF tried to pull with the Swift. For example, the final F Mk 2, WK246, was completed and awaited collection on October 8, 1954, went into storage at No 33 MU four days later to become an instructional airframe in February 1956 until struck off charge on April 19. WK245 made it to No 56 Squadron on October 22, 1954, transferred to 33 Maintenance Unit the following March. WK244 was delivered to the unit on September 22, 1954 and flew only till October 23.

Lame Ducks

If the story of the F Mk 1 and F Mk 2 was near tragic, one fails to find a word to describe the problems of the F Mk 3 and F Mk 4. The former, powered by an afterburning Avon, featured modifications to the wing leading edges, and vortex generators above and below the elevators which cured the pitch-up problems. None of the 25 examples built ever saw service, the kindest resting place being in one of the several Schools



Perfect formation flying by Swifts FR.5 of No 2 Squadron in German skies during the mid 'fifties. Individual aircraft letters on the fin had not yet been applied when this picture was taken (RJ Caruana Archives)

of Technical Training as instructional airframes (better than the scrap heap, one presumes). Supermarine had high hopes for the F Mk 4, whose prototype (modified F Mk 1 WK198) flew for the first time on May 2, 1953. This hope was not unfounded as the World Absolute Air Speed Record was clinched on September 25, 1953 when Mike Lithgow flew WK198 at 735.7mph during a visit to Tripoli, Libya. It was however not considered to be of any exceptional level as a fighter by the Armament and Aircraft Experimental Establishment (A&AEE).

The death knell of the Swift as a fighter was due to a combination of events, mainly the end of the Korean conflict and the emergence of its direct competitor, the Hawker Hunter, as a superb classic fighting machine. Supermarine had worked its heart out in an effort to produce a top fighter only to be outdone by engine and design problems. The fighter programme of the

was extended to 630 miles. A pair of Adens in the underbelly was retained, as was the provision for the centreline bellytank, reminiscent of the Attacker, which was hardly ever fitted in service. Provision was also made for underwing racks for 2,000lbs of bombs or rockets. Apart from the F4 conversions mentioned above, 57 further examples were produced (XD903-930; XD948-977). Even at that stage the Swift became the subject of heated controversy when a report of a Parliamentary Select Committee commented that 492 aircraft had been ordered notwithstanding escalating design problems and even more escalating procurement costs. From a conservative estimate of £28,875 the price of a Swift had gone up to £65,000 — take a look at the cost of Eurofighter, Hon. Gentlemen!

The FR.5 entered service with No 2 Squadron in January 1956 based at Geilenkirchen and



One of the few F.7 Swifts built which had a short but useful life testing the radar-guided Fireflash missile from RAF Valley (RJ Caruana Archives)

Swift came to an end with the delivery of the eighth and last production F Mk 4 in June 1955. WK272 was used for further trials, while four other Swift F Mk 4s served as airframe conversion testbeds for the next version, the FR.5. The real FR.5 prototype, however, was WK200 which had been converted from a Mk 1. This machine went to the A&AEE at Boscombe Down for its trials on July 10, 1953.

A Real Swift, At Last

32 examples which formed the balance of the Mk 4 contract (WK280-WK315, WN124) were converted on the production line with a lengthened nose housing one forward and two side mounted F95 cameras. They also featured a taller fin and rudder and a clear canopy. Powered by a Rolls Royce Avon 114 of 7,175lb thrust it provided a respectable top speed of 713mph and a ceiling of 45,800ft while range

under the command of Squadron Leader Mortley, and later on that same year with No 79 Squadron at Gutersloh, both units then forming part of the 2nd Tactical Air Force in Germany. Some vindication in the Swift's capabilities was achieved when these units won NATO's Reconnaissance Competitions in 1957 and 1959, and continued to give faithful service in this role until 1961. The Avon 114 had settled down nicely, though it remained a very thirsty beast, especially when the afterburner was used. These two squadrons could hardly use all the FR.5s which had been produced, so quite a number languished in storage and in several cases were never called for duty. Some were taken out of storage during the very last months or weeks of the Swift's service days, used briefly and then sent back the Maintenance Units for disposal. All in all a very sad story indeed.

No 2 Squadron moved to Jever in 1957 and in

April 1961 began converting on to the Hunter FR.10. On January 1, 1961, No 79 Squadron was renumbered No 4 and continued to operate a handful of Swifts with dual unit markings until Hunters FR.10 began to arrive a month later.

Final versions of the Swift were the PR.6 which did not proceed further than the preliminary stage and the F.7 which had been proposed in March 1952 as a vehicle for the Blue Sky missiles. Since these were radar guided, modifications were made to the nose to house the radar, while wingspan was also increased (as had been envisaged for the PR.6). Four Aden 30mm cannon were to be carried and a Rolls Royce Avon 116 which produced 7,550lb thrust was installed in a modified F.4 (WK279) which in October 1953 carried out three live firings of the missile. Thirteen examples were built (XF113-123, XF774) of which the last was actually the first production aircraft to fly in April 1956. Most of these examples found their way to RAF Valley where missile trials were conducted over Cardigan Bay under the direction of No 1 Guided Weapons Development Squadron (GWDS) This was the first RAF unit — and the Swift the first RAF type — to be equipped with radar-guided missiles. Over 300 Blue Sky missiles, which were later renamed Fireflash, were issued and trials continued unabated for some 18 months, when all aircraft were eventually retired. Little did the RAF realise that in the F.7 and Fireflash combination it possessed the most effective airborne weapon system of the time. Typically, a finally fine-tuned fighter and radar-guided missile were thrown onto the scrap heap.

No early mark Swifts survive while a pair of F.4s and a pair of FR.5s can be seen in various museums, including the RAF's at Hendon. Two F.7s have also survived of which XF114 has been rebuilt to flying standard as G-SWIF.

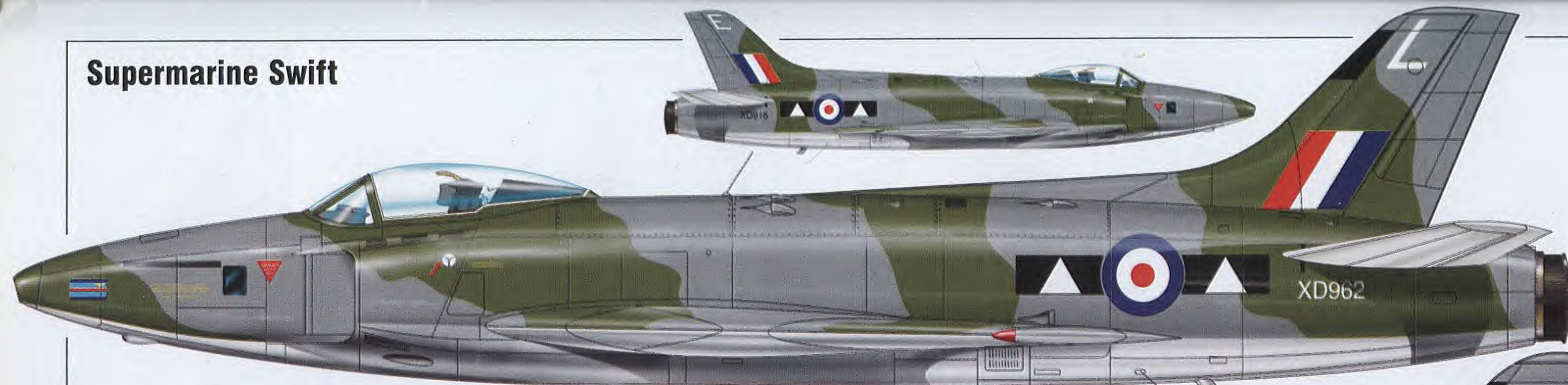
A Personal Footnote

This article was inspired by documents which I found amongst half a ton of books and photo albums bequeathed to me by an old friend of mine, (ex-Flt Sgt) Robert Elliott, who passed away last year. Browsing through the mountain of books which invaded my studio I came across Bob's airframe and engine maintenance course for the Swift F Mk 4. I was impressed, and pleasantly surprised, by the wealth of detail which Supermarine provided to RAF technicians even for a type which did not make the grade. Being however a link between the earlier F Mk 1 and 2 and the later FR.5, this material proved to be indispensable in producing this feature, especially the scale plans for all versions. Thank you, Bob.

Richard J. Caruana

Supermarine Swift

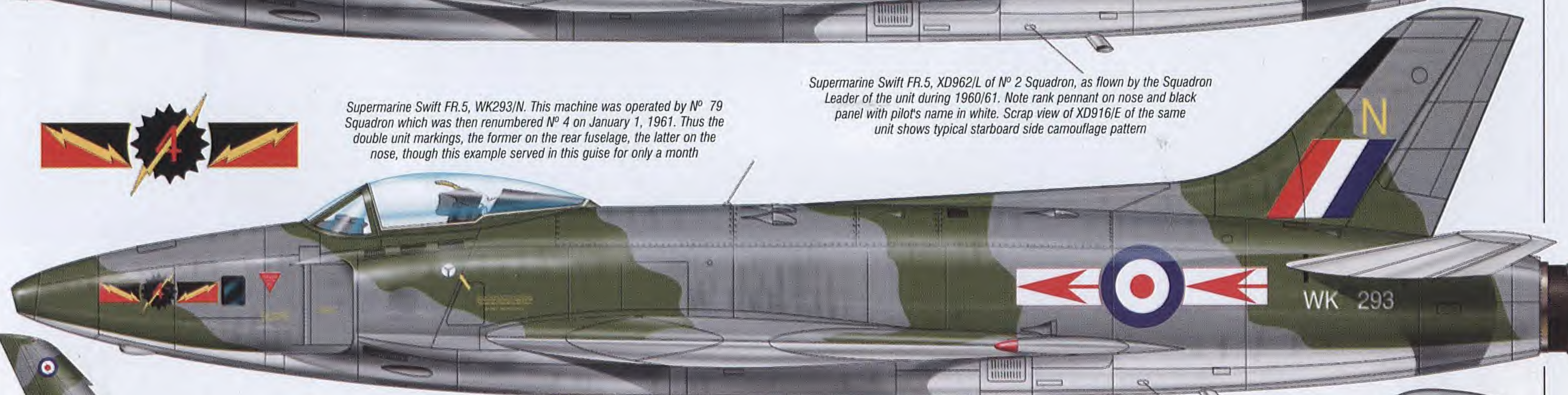
1 of 2



Supermarine Swift FR.5, XD962/L of N° 2 Squadron, as flown by the Squadron Leader of the unit during 1960/61. Note rank pennant on nose and black panel with pilot's name in white. Scrap view of XD916/E of the same unit shows typical starboard side camouflage pattern



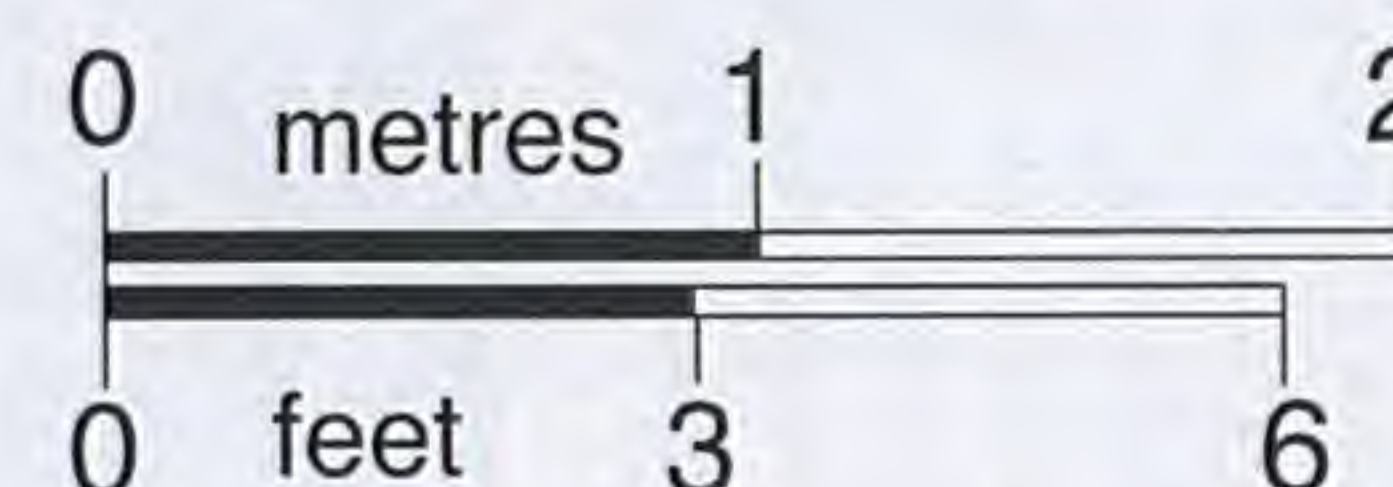
Supermarine Swift FR.5, WK293/N. This machine was operated by N° 79 Squadron which was then renumbered N° 4 on January 1, 1961. Thus the double unit markings, the former on the rear fuselage, the latter on the nose, though this example served in this guise for only a month



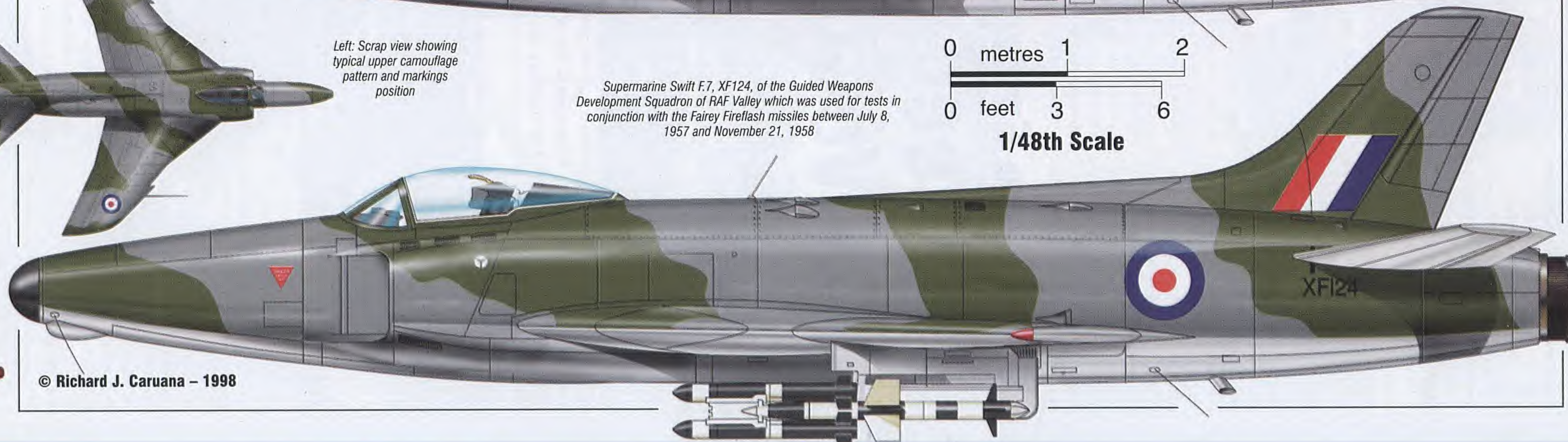
Left: Scrap view showing typical upper camouflage pattern and markings position



Supermarine Swift F.7, XF124, of the Guided Weapons Development Squadron of RAF Valley which was used for tests in conjunction with the Fairey Fireflash missiles between July 8, 1957 and November 21, 1958



1/48th Scale



The Ventura came about as the result of a British requirement for a replacement for the Lockheed Hudson. Lockheed had successfully developed the Hudson from the Type 14 Electra airliner, so naturally based the new aircraft around their larger Type 18 Lodestar. Alas, the RAF put the type into operation before they were fully familiar with its qualities and the first operations were costly failures.

From this inauspicious beginning the Ventura was taken into service by the USAAF, albeit in safer noncombatant roles, before it was sought out by the US Navy. They needed a replacement for their PBV Catalinas which were deemed too slow and vulnerable for the strike role.

At this time the aircraft shed its 'ugly duckling' image for the naval fliers were able to make best use of its speed and load carrying abilities. It was fast enough to outrun a Zero while its defensive armament made it a dangerous target for any optimistic Japanese fighter. The pilot's fixed battery of two 0.50in calibres could be enhanced with a

vacuum-formed sheets which provide 32 major parts, ie, fuselage sides, wing and tail panels. A clear sheet provides 21 parts including both the American Martin and British Boulton Paul turrets. No less than 31 separate resin castings are provided for detail parts such as wheels, undercarriage well inserts, engine fronts and propellers. Finally, 24 white metal items complete the part count, including the main and tail undercarriage legs and all the machine guns.

This article will not follow the normal route, debating the subject of the fit of parts, for even the best of vac-forms will not fit well if the major and minor parts are not carefully cut out and properly finished.

Personally I felt that the plastic used was a

Koster Aero Enterprise's Lockheed PV-1 Ventura

"Although their contribution to the Allied victory in World War II has been grossly neglected by aero-historians, a review of the record reveals that the Lockheed PV-1 Ventura was a dependable, fast, hard-hitting attacker whose abilities exceeded its 'P-for Patrol' designation. From early 1943 until war's end in 1945, Venturas ranged the vast Pacific..." These are the introductory lines in the Squadron/Signal 'In Action' title devoted to the Ventura. As I was unfamiliar with the type I had to do some rapid research when the Editor suggested the Koster Aero Enterprise's kit as a possible review, and this prose was found introducing a curvaceous aircraft that had all the signs of suffering from a serious attitude problem. This all combined to put KAE's vac-form of the Ventura to the top of my 'must-have' list.



gun pack of three more 0.50's and this gunship version was capable of sawing a light warship or freighter in half. The internal bomb bay could carry a torpedo, up to six 500lb bombs or depth charges, or the monstrous 'Tiny Tim' bombardment rocket. Alternatively tanks could be fitted to increase the range for the long-range strike, reconnaissance or ferry roles. Externally the aircraft could carry fuel tanks or 5in HVARs.

Pros and cons

The bulk of the kit is carried on three

little too flimsy and I found it far too easy to accidentally flex the plastic, both when sanding back the cut edges on a flat surface, and when sanding the filler down on major joints. This resulted in the joint cracking taking me back to square one. I also felt that the instructions were inadequate in places, lacking helpful detail particularly where the exact positioning and alignment of the smaller parts was concerned (for example pitot head, fixed guns, aials, etc) while some smaller parts (torque links, tailwheel doors, exhausts, etc) were completely ignored. Additional reference material was needed to complete the model and not just to improve the overall appearance. Some of the smaller resin parts like the control wheels and pitot head were so fragile that they might have been better cast from white metal. The characteristic flap outriggers, which extend aft of the wing trailing edges, are moulded as part of the wing and looked too small, they might have been better as separate resin parts? I found that some of the vacuum



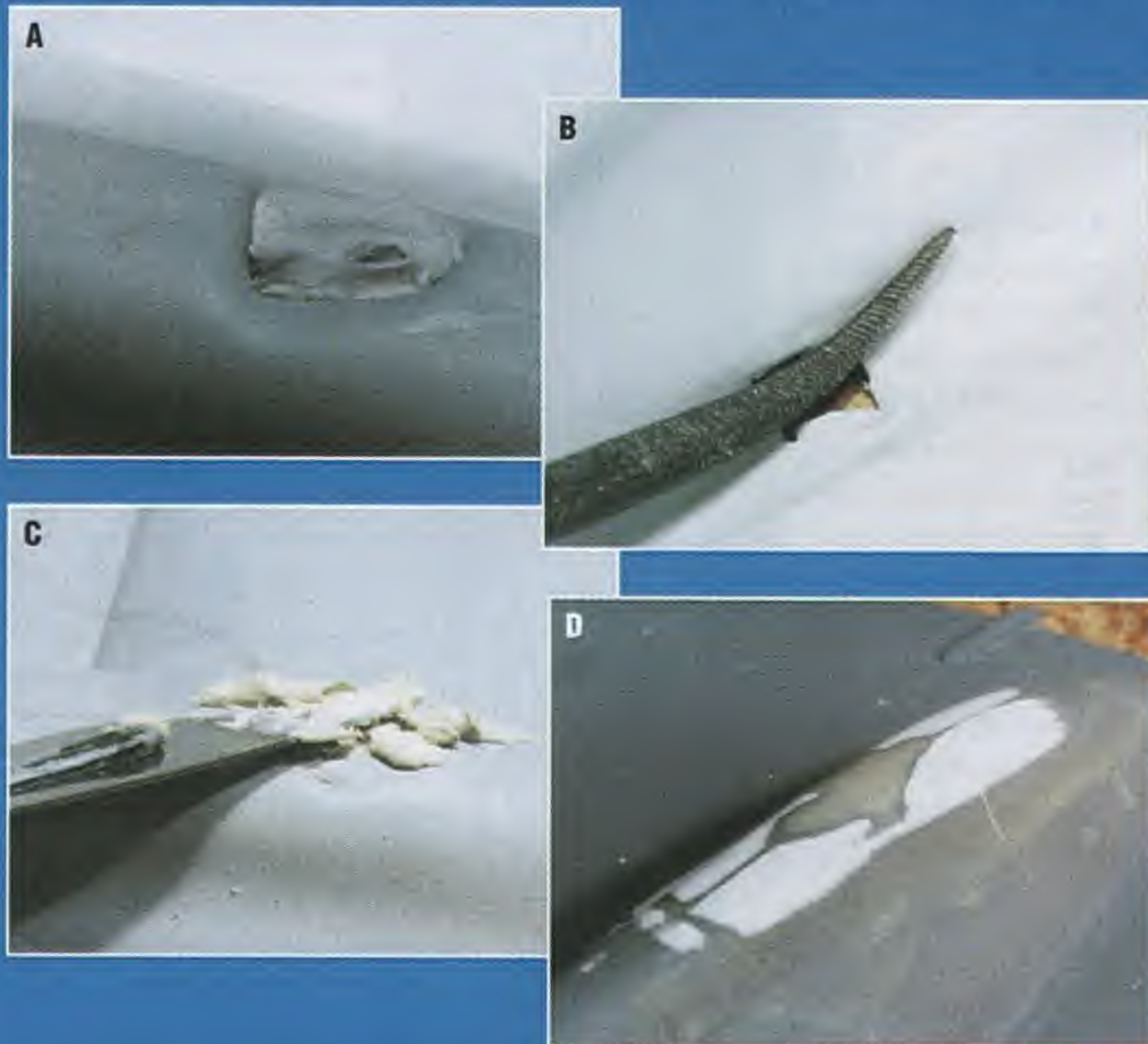
1/48th SCALE

KOSTER 25 GLENWIDGE DR.
AERO BEDFORD MA. 01730
ENTERPRISES
U.S.A.



Layout of kit parts

A major blemish on the port engine nacelle had to be dealt with. Firstly the flaw was filed back to the correct contour both inside and out, then the inner surface lined with masking tape. Epoxy filler was then applied to the outer surface and when cured this was sanded back to the correct line





A scribe was used to finish off some of the incomplete panel lines

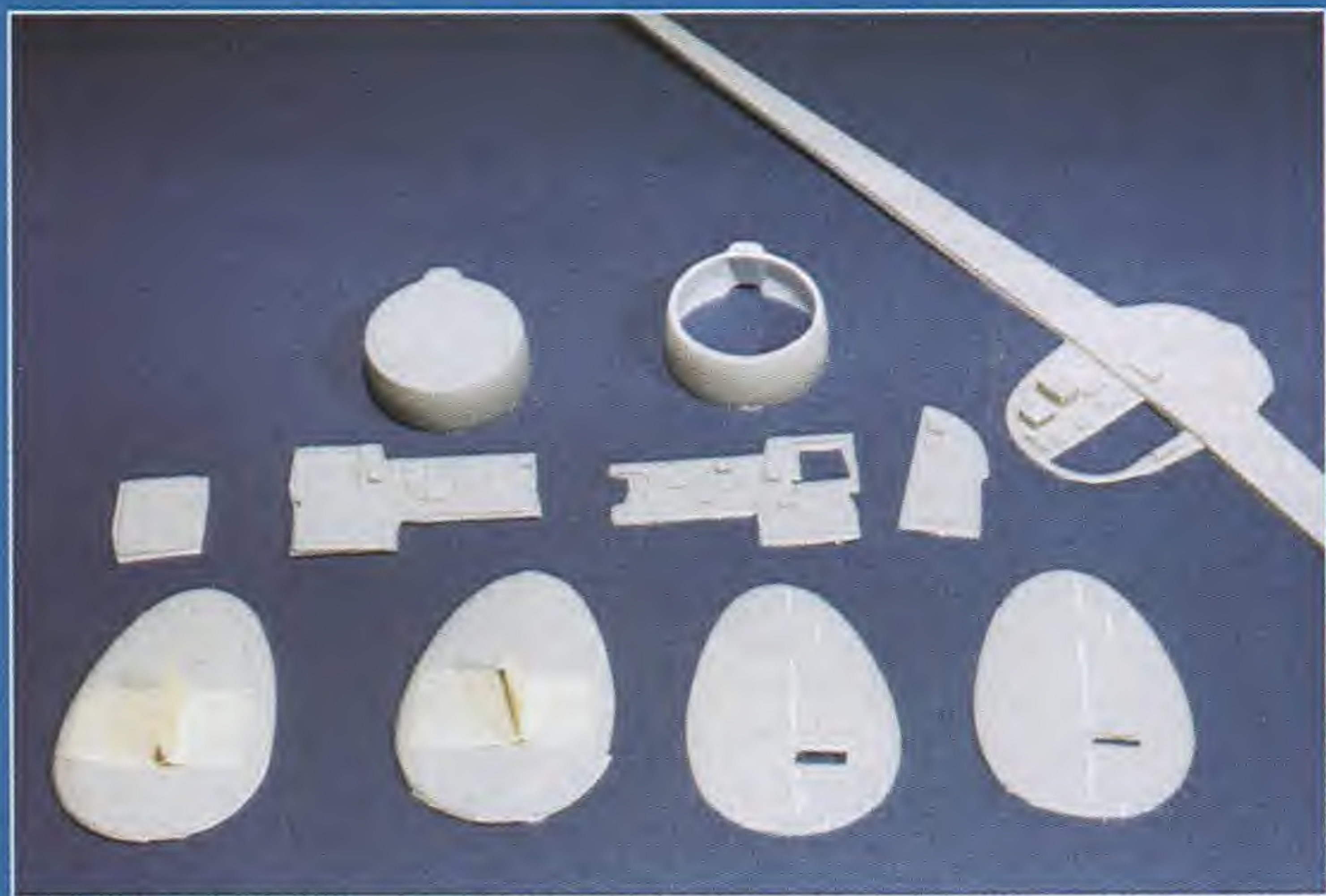


The vacuum-formed parts were cut from the sheet by first scoring along the cut line and then flexing the sheet to pop the parts out

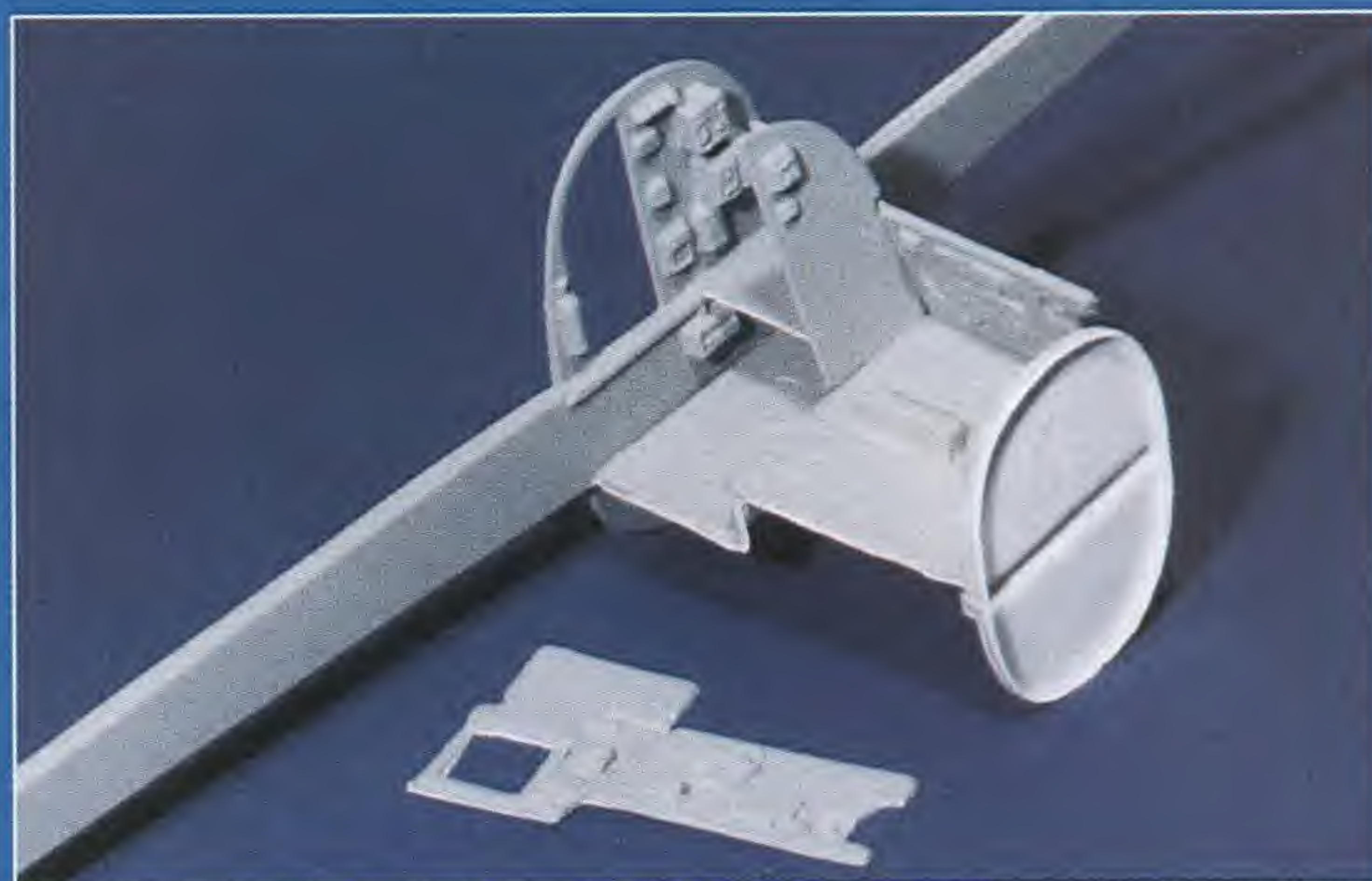


To complete the preparation of the vacuum formings they were gently rubbed down on a sheet of wet-and-dry

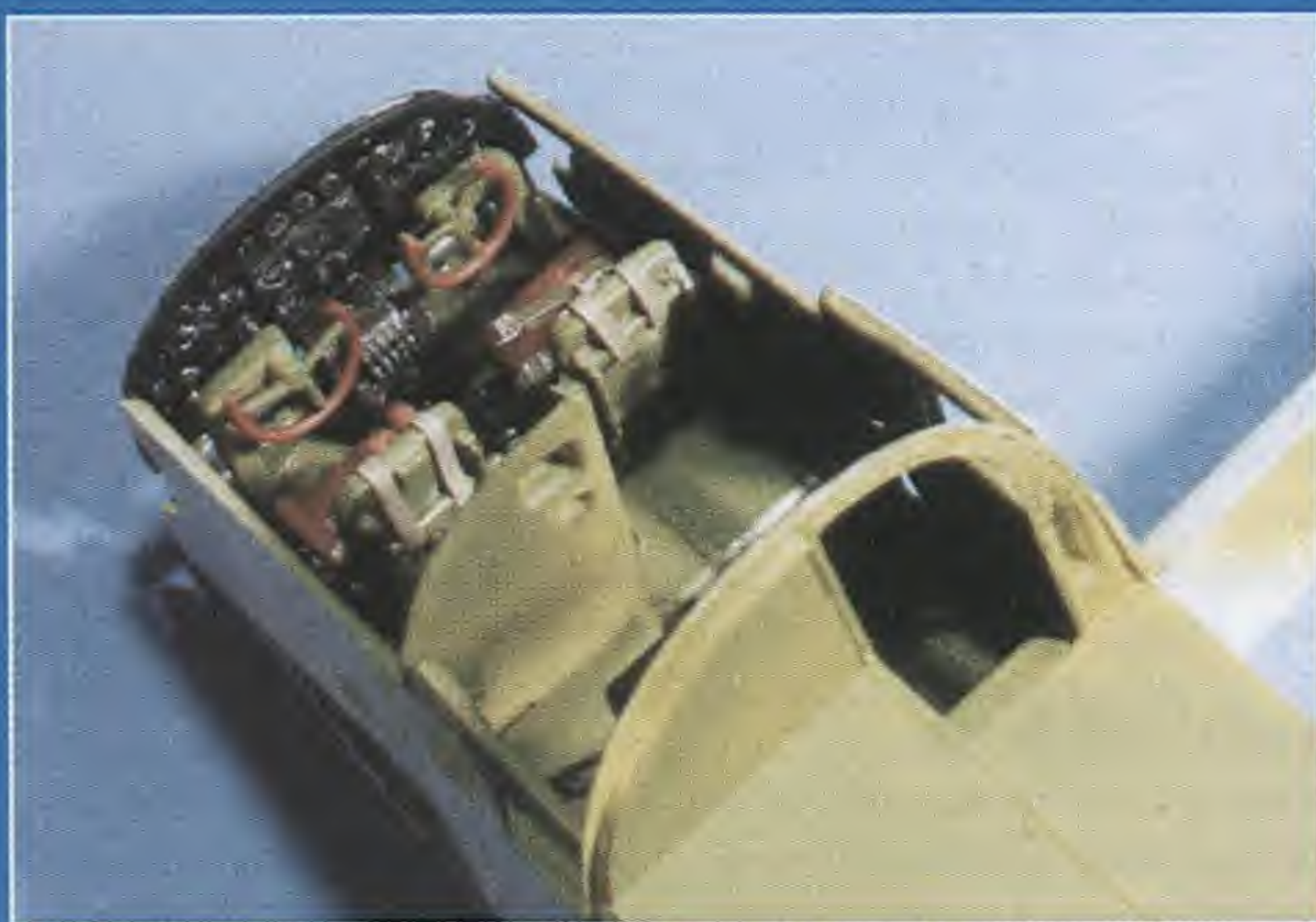
Thinking ahead. The assembled width of the fuselage halves was checked against the transparencies as they were sanded back



Before and after - this photo shows how the parts become better defined as they are finished off



The vac-formed cockpit parts during construction



The kit's well detailed cockpit. The seat straps are the only items that had to be added

I was too energetic sanding back the drop tank halves and had to re-create the distinctive ridge seen on the Lockheed tanks by sandwiching a sheet of 20 thou. plastic card between the halves



As the access door was modelled open, the interior of the rear fuselage had to be detailed. There is not a lot to see, only the floor, oil tank, tool box and flares

Cast resin wheel wells are properly aligned within the lower wing parts by a spar that forms part of the cockpit's rear bulkhead





Detail view of the completed engine and prop. The blade logos came from an AeroMaster sheet



Detail view of the undercarriage sans doors



The cowl assembly is very simple with engine, cowl front and cooling fins from resin and the cowl from a vac-forming

formed parts like the cowlings and nacelles were asymmetric while others had been distorted, presumably by handling of the sheets while they were still warm. Other parts had been damaged as if they had touched the frame of the heated mould. The information on the colour and markings section of the instructions was inadequate, being both small in size and badly printed.

However, none of these comments is an obstruction to the vac-form builder, for it is assumed that they would be adequately prepared with additional reference material and therefore able to overcome or correct these problems.

The good news is impressive enough to outweigh all the above. KAE gets full marks for both the definition of the parts and the quality of their presentation. Very few of the resin and metal parts had any flash to be cleaned up, they all had their casting blocks removed by the manufacturer, and there were no areas where the parts had to be made good, although the propellers had to have their blades dipped in hot water and then straightened. The major vacuum-formed parts fitted well (rather than having the signs of being made by a committee that wasn't on speaking terms, a chronic problem with some older vac-forms) with very neat and restrained surface detail, both raised and engraved. A well-printed decal sheet (produced by MicroScale) provides basic markings for six different machines including an RAF Ventura Mk II.

It is important to decide from the outset which machine is to be modelled, for the kit does provide for either a fully or partially glazed, solid or gunship nose and this decision affects the very first task, finishing the fuselage sides.

Construction - Step by Step

First task was to check over the moulded sheets and clean up any bad areas. These

included several tiny little pips on the exterior surface left by the mould's air holes, while one or two panel lines were a little erratic and had to be re-scribed. There were also a couple of flaws which had to be repaired with epoxy putty, but these were probably peculiar to this particular sample.

Fuselage

Construction begins with the fuselage and the amount of detail carried on the vacuum-formed parts is impressive. The cockpit sides have a complement of electrical and oxygen panels and the quilted liners are clearly



The completed turret. Ammo belts came from Reheat's generic USAAF/USN set.

shown, while the bulkheads have the radio boxes moulded in place. The radio operators desk even has a morse key! I was staggered by all this, so much so that the superb cast resin crew seats seemed quite mundane and I quite unfairly resented having to add the seat harnesses from True Detail generic sets. I must also mention the cast resin instrument panel which includes the throttle quadrants, for it is extremely neat.

KAE unfortunately provide no information about the colours of the interior, so I presumed that Interior Green was appropriate and finished off with semi-gloss black for the various equipment boxes. Seat cushions were painted a red leather colour and the seat straps khaki.

I elected to show the crew access door open so the rear fuselage interior had to be scratch built, this being guided by a small scale drawing of the fuselage interior within the instructions. All that can be seen is the floor itself, the cabin mounted oil tank and on the right fuselage side some structural stringers, a couple of boxes and a rack of smoke floats.

There are six windows in the fuselage

Koster Aero Enterprise's Lockheed PV-1 Ventura

sides which have to be cut from the vacuum-formed clear sheet. The windows' positions are indicated by raised pads on the fuselage sides and they are removed by cutting into the raised side of the pad, not into the fuselage side. Each window has to be individually test fitted, carefully removing waste from the fuselage side until the clear glazing is flush with the surface. Each window was then masked off and the edges filled and sanded back, the masking staying in place until final painting was completed.

With this finished the fuselage was closed up and the first inevitable gaps began to appear along the joint lines. There are a couple of panel lines that are misaligned across the top of the fuselage so some re-scribing was also needed.

Wings

Now the wings. Like injection moulded kits these have an upper and lower panel, the main difference being the use of a spar to set the dihedral angle of the wing while the wing parts wrap

around a stub fairing on the fuselage rather than butting up to it. The lower wing panels fitted first so that the cast resin undercarriage bay inserts, a couple of superb resin castings, could be properly aligned with the nacelles and the spar, and then the upper panels were fitted in place. When the wings are closed up along the leading and trailing edges care is needed to avoid building in any obvious warps (twists in the wing from root to tip). Note that the joint along the sides of the nacelles, where they project forward of the leading edge, should be reinforced with a bridging piece of plastic card to make sure there is a good bond between the upper and lower panels. Take care when cutting out the wheel bays, for the waste is needed for the undercarriage doors.

Tailplane

Attaching the tailplanes to the fuselage is nowhere near as easy as the wing-to-fuselage joint for it fits only where it touches. Correct alignment in the front view is the most important followed by the planform appearance, while the side view is almost insignificant. Lots of care is needed here even after three dry runs and some careful taping down the tail on mine it still acquired an obvious list!

At this stage the model acquires all the looks of a classic Lockheed aircraft and it was time to make use of some filler. Loads of the stuff. All over the place!

Worst of all was the tailplane-to-fuselage joint, which had some serious gaps and some very subtle lines to be recreated, and there were some large holes around the engine nacelles and wing leading edges. However I was very impressed by the extremely good wing-to-fuselage join. Filler was needed around the extreme nose for my kit had a seriously asymmetric shape when looked at from above.

Nose Gun Position

With the all of these areas dealt with I moved on the cockpit canopy and the stinger gun position, for these are large mouldings which have to be carefully faired into the fuselage. Even after a lot of cautious cutting and fitting I was still left with some holes and steps and it took some time to fill and sand these parts so they blended in properly. This was increased by the need to mask the windows and spray the area with Interior Green before the filling and sanding stage, and I needed three such sessions. It might have been better to change from normal practice and paint the inside of the transparencies before they are fitted.

Engines

At last, this task was finished and with it came the realisation that the worst was over. The cast resin engines are little gems and looked a real treat with a little bit of careful painting. A resin cowl ring and cooling gills are joined with a vacuum-formed cowl, a method that looks terrific if the parts are OK, but alas one of the plastic cowlings in my kit was badly formed, lacking the distinctive curve in the sides. When completed the cowlings were fixed into place and only a little filler was needed to fair in the intakes above and below the nacelles.

The Tail

The joints between the vertical and horizontal tail surfaces were carefully trimmed and rewarded this effort with a close fitting join, then the cast resin tailplane extensions were added. A final check around the join lines proved worthwhile before the model received a final wash and the smaller parts were added, such as the aerial mast, D/F loop, chin gun package, pitot head, exhausts, etc. Then the

entire model was sprayed with Halfords white acrylic primer.

It wasn't finished, but was very close to it!

Colouring up

There is an extensive range of colour schemes for the Ventura, including the striking ASW II scheme seen on the Accurate Miniatures Avenger, but I elected to stick with the kit options and model a gunship version in two-tone blue and white. (Other options allow for US Marine Light and Dark Greys, or RAF European theatre in Sky, Dark Green and Dark Earth.)

First off all the de-icing boots were sprayed with Xtracolour Tyre Black. Note these run along all the flying surfaces including the fins above and below the tailplane, and in front of the leading edge slots in the wing tips. These were masked off and the undersides sprayed Humbrol gloss white, while the sides were completed in Intermediate Blue (Xtracolour X125) and the upper surfaces in Sea Blue (X121), all these being sprayed on freehand.

Decals

Although small, the decal sheet is excellent, in perfect register with convincing and dense colours. They settled onto the surface with the aid of Microscale setting and softening solutions, without any trace of silvering or carrier film. The overall painting task was completed with a coat of Xtracolour Matt Varnish before the de-icer masking was removed, and I could then move on to the final assembly.

Final Details

The undercarriage wells were finished in Zinc Chromate Primer (X408) and the legs, wheel hubs and both inside and out of the doors in matt white. Incidentally, the cast resin wheels are very neatly moulded, already flattened and bulged and featuring restrained parallel treads. I used five minute epoxy on these joints for strength.

I found the gun turret assembly to be a bit confusing, for the instructions lack detail and at first it seemed that the cast resin turret base sat on top of the fairing in the fuselage top. However, when the clear canopy was dry fitted the complete item looked far too tall. By very carefully carving out the inner edge of the turret position while frequently

offering up the base to check I managed to settle the turret base flush with the fuselage top, at which point it was fixed in place with superglue. It then had the distinctive appearance of the low profile Martin turret.

As the subject was a long lived aircraft operating in the Pacific's climatically hostile environment it's appropriate to give the model a fair amount of weathering, which in my case appeared in the form of widespread paint chipping (applied with Humbrol Matt Aluminium Metalcote) and dark grey paint sprayed on to represent substantial exhaust stains.

The masking on the windows was then removed to reveal that, contrary to my initial expectations, the cockpit interior was clearly visible. I don't know what it is about the KAE transparencies but while they are on the sheet in some way they look cloudy.

However, cut them out and fix them in place and they become beautifully clear. The undercoat colour is visible around the windows but as this looked like paint had cracked off a window sealing compound I decided not to try and touch in the white areas that appeared.

Drop tanks, undercarriage doors and access door were glued in place and the model was then completed with an aerial array from clear heat stretched sprue. It's apparent that the aerial array varies from one aircraft to another and the set up I used was based on another gunship Ventura, with a bracing wire forward of the mast, long aerals from the mast to each fin, plus a lead-out from the radio compartment and a stabilising wire(?) from the rear fuselage to the nexus.

Summary

In general terms this is a challenging kit to build, but within the world of vacuum formed and multimedia kits this KAE offering is surely one of the best. It is not ideally suited, or designed for, the true beginner in the vac-form field as the complex airframe; twin engines, twin tails and blended in canopies, drastically increases the workload. However, I think an experienced and patient builder of mainstream kits could confidently take this kit on.

The accuracy of the model hasn't been touched upon yet. The length comes out spot on at a scale 51ft. 9in., while span scales out at 64ft. rather than 65ft. 6in. That's 3/8in. (9mm) short, it's not a visible error and I'd happily believe that the quoted measurement (from the Squadron/Signal book) doesn't take the dihedral into account. Shapes and sections are all convincing.

At £49.95 this is not a 'cheap' kit, but it is a true 'hand made' short run kit and provides the builder with more than just a couple of weekends work. The good bits are excellent and the 'bad' bits can be easily dealt with.

Overall the Koster Aero Enterprise's Lockheed PV-1 Ventura was a pleasure to build. All of a sudden their Petlyakov Pe-2 kit has started to look even more appealing to this particular modeller!

My thanks to Koster Aero Enterprises for the opportunity to build this kit.

David Batt



AVIA IMPORTS USA

PO Box 99, Cary, NC 27512 Telephone: (919) 233-0212 Facsimile: (919) 469-0212

COOPER DETAILS resin detail sets

CD4803	Pratt & Whitney R-2800 Dbl. Wasp	\$3.50
CD4804	Pratt & Whitney R-1340 Wasp	\$3.50
CD4805	Bf 109F-G Detail Kit1	\$3.95
CD4806	Bf 109K Detail Kit1	\$3.95
CD4807	WWII Aircraft Seats	\$5.00
CD4809	FW190A,F&D Detail Kit	\$12.50
CD4810	Spitfire Mk I-V Cockpit Detail Kit	\$16.95
CD4811	Spitfire Mk Vb Upgrade	\$8.95
CD4812	Hawker Sea Fury Wheelwell	\$12.50
CD7202	Spitfire Cockpit Detail Kit	\$10.95
CD7203	P-51D Mustang Detail Kit	\$10.95
CD7206	ME-109E Cockpit Detail Kit1	\$0.95
CD7208	Pratt & Whitney R-2800 Dbl. Wasp	\$4.50
CD7210	HE-219 Detail Kit	\$12.95
CD7211	WWII German Radio & Radar Set	\$5.00

CUTTING EDGE resin conversion kits

CEC32004	Martin-Baker H5 Eject Seats: F-4's/RF-4s pre '71	\$14.95
CEC32027	Oxygen Hose	\$8.95
CEC48001	MH-53J Pave Low Weapons	\$15.95
CEC48002	MH-60G PAVE HAWK Weapon Set	\$15.95
CEC48003	UH-60 M-60 Machine Gun Set	\$6.95
CEC48004	Soviet Smart Weapons Set	\$19.95
CEC48010	.50 Caliber Machine Guns (2);	\$4.00
CEC48011	.50 cal Ammo Flex Chutes; metal	\$3.50
CEC48012	P-47N Cockpit Detail Set	\$12.95
CEC48014	Bf 109K Corrected Left Fuselage	\$7.95
CEC48018	Soviet Weapons #2 (2 x KEDGE)	\$11.95
CEC48019	Soviet Weapons #3 (2 x KILTER)	\$11.95
CEC48020	K-36DM Ejection Seat	\$6.95
CEC48021	Blackhawk Instrument Panels (non-FLIR A/C)	\$4.95
CEC48022	A-26C Correction Set; resin	\$14.95
CEC48023	Blackhawk FLIR Turret & Instrument Panels	\$5.95
CEC48027	HARM Missiles & LAU-118 Launch Adapters (2)	\$11.95
CEC48030	MiG-29 Burners & Cans; resin	\$10.95
CEC48032	MH-53J PAVE LOW Cockpit Set	\$18.95
CEC48035	Blackhawk Seats; resin	\$6.00
CEC48037	H-34 Cockpit Detail Set; resin	\$19.95
CEC48045	F/A-18 Slats & Flaps; resin	\$10.50
CEC48046	F/A-18 Update Set; resin	\$5.50
CEC48056	F-4J Bulged Tires	\$4.95
CEC48060	Su-27 Flanker Cockpit Super De	\$15.95
CEC48061	Su-27 Flanker Cans & Fully Open Nozzles	\$10.95
CEC48062	Su-27 Bulged Tires	\$7.95
CEC48067	P-40B/C Detailed Cockpit (Hobb	\$12.95
CEC48068	F7F-3N Conversion	\$21.95
CEC48074	MiG-29 Fulcrum A/C/E Detail Cockpit (Minicraft)	\$16.95
CEC48076	A-26B/C Nose Gear Strut; pewter	\$4.00
CEC48080	Su-22 Burner Can/Nozzle for new KP Kit	\$8.95
CEC48089	SBD-1 Cowl for Hasegawa	\$9.95
CEC48092	Luftwaffe 900L External Fuel Tanks (He111, Bf 109)	\$9.95
CEC48093	Cockpit Instrument Dials; acetate	\$8.95
CEC48096	Beaufighter Cockpit Super Detail Set (fr/rear cockpits/radars)	\$18.95
CEC48097	Beaufighter Mk 1 thru X "Flat" horz tail surfaces eryl a/c	\$10.95
CEC48101	Beaufighter Mk X Extended Fin	\$8.95
CEC48102	Skyraider (AD-2 to AD-7) Korean War Cockpit Detail	\$13.95
CEC48103	A-1H Skyraider Vietnam War Coc	\$14.95
CEC48104	U-2R/S/TR-1A Senior Span/Spear	\$18.95
CEC48106	U-2R/S/TR-1A ASARS II Nose Con	\$12.95
CEC48110	Oxygen Hose	\$7.95
CEC48112	F7F White Metal Nose Gear Stru	\$4.95
CEC48113	Beaufighter Mk I/VI/X/21 replacement "Hedgehog" Exhst	\$3.95
CEC48114	Beaufighter Mk I/VI/X/21 replacement Hercules Engines	\$22.95
CEC48115	NEW Hawker Hunter Super Detailed Cockpit	\$12.95
CEC48118	NEW BAe Lightning Cockpit (Air	\$13.95

CUTTING EDGE DECALS

CED32001	Israeli F-4s/RF-4s; Double She	\$13.50
CED32002	Israeli F-15A/B/C/D	\$7.98
CED32003	F-4C/D & RF-4Cs #1; Double Sheet	\$13.50
CED32004	F-4Cs/RF-4Cs #2	\$7.98
CED32005	F-4D/RF-4Cs Post War & Foreign	\$7.98
CED48001	Su24 Fencer (2 Russia, 2 Ukraine, Iraq, Syria)	\$7.98
CED48002	MiG-29 Fulcrum (Poland, 2 India, Iran)	\$6.98
CED48003	MiG-29 Fulcrum (Russia, India, Cuba, Bulgaria, Romania)	\$6.98
CED48004	Israeli F-4s/RF-4s; Double Sheet	\$13.50

CED48005	Israeli F-15A/B/C/D	\$7.98
CED48008	Sea Kings	\$7.98
CED48011	Su-27 Flankers	\$7.98
CED48013	F-4C/D & RF-4Cs #1 (Mich ANG)	\$7.98
CED48014	F-4Cs/RF-4Cs #2	\$7.98
CED48015	MiG-15 USSR, N Korea, Egypt, China	\$7.98
CED48016	MiG-15 Soviet, Cuban, Czech, Chinese, Albanian, Syria	\$7.98
CED48017	MiG-15 Korean War Aces	\$7.98
CED48018	F-4D/RF-4Cs, NY ANG, ROKAF, Iran, Spain	\$7.98
CED48019	4Su-22s, E Ger AF, 2 EG Navy, Libyan AF	\$7.98
CED48020	12 Su-22s	\$7.98
CED48021	F-86Fs #1:Yugosl,Portuguese,RAF,RSaudi	\$7.98
CED48022	F-86F Skyblazers	\$7.98
CED48023	F-86F; Norway, China, Italy, Pakistan	\$7.98
CED48024	Su-27; Ukrainian IAT'96	\$7.98
CED48026	U-2 R/S Dragon Lady Tail Art	\$7.98
CED48028	F-86 Sabre Stenciling	\$6.98
CED48031	P-38 Nose Art	\$7.98
CED48032	FwF190 A-4/A-6/F-8	\$7.98
CED48035	P-39 Nose Art	\$7.98
CED48036	Bf 109F/G/R Natnl Insignia (Scale Color)	\$6.00
CED48037	Brown Luftwaffe Late War Fighter Codes	\$6.00
CED48038	Fw190A/D Natnl Insignia (Scale Color)	\$6.00
CED48039	Blue Luftwaffe Late War Fighter Codes	\$6.00
CED48040	Swiss Bf 109s	\$7.98
CED48041	F-4F Phantom Special #1	\$8.98
CED48042	Italian F-104 Starfighter Spec	\$8.98
CED48043	Hunters Pt 1	\$7.98
CED48044	Hunters Pt 2	\$7.98
CED48045	Bf 110G Pt 1 (w/stenciling)	\$8.98
CED48046	Bf 110G Pt 2 (w/stenciling)	\$8.98
CED48047	Luftwaffe Special (190A-5/109G/K)	\$7.98
CED48048	EF-111A Nose Art Special	\$7.98
CED48049	Bf 109F/G/K Spinner Spirals	\$5.00
CED48050	Luftwaffe Fw 190A-D Spinner Sp	\$5.00
CED48051	Fw 190D-9 of JG 301	\$6.98
CED48052	Me 262A/B of III.EJG 2; 1/KG(J)	\$7.98
CED48053	Me 262 Natnl Insignia (Scale Color)	\$6.00
CED48054	JG7 Special (Me262; Bf109G-10)	\$7.98
CED48055	Russian B-25D&J	\$7.98
CED48056	Bf 109E/G Nose Art Special	\$7.98
CED48057	Beaufighters #1	\$7.98
CED48058	Beaufighters #2	\$7.98
CED48059	Beaufighters #3	\$7.98
CED48069	P-38J/L Nose Art Pt 2	\$7.98
CED48070	Fw190A/D	\$7.98
CED48071	Fw 190A-8 (Advanced Research)	\$6.98
CED48075	NEW BAC Lightnings #1	\$7.98
CED48076	NEW BAC Lightnings #2	\$7.98
CED48077	NEW BAC Lightnings #3	\$7.98
CED72001	Su-24 Fencer; 6 a/c	\$6.98
CED72002	MiG-29 (Poland, India, 2 Iran)	\$5.98
CED72003	MiG-29 (Russia,India,Cuba,Bulgaria, Romania)	\$5.98
CED72004	Israeli F-4s/RF-4s	\$7.98
CED72005	Israeli F-15A/B/C/D	\$7.98
CED72008	Sea Kings (RN, Nowegian, USN, RCan)	\$6.98
CED72011	Su Flankers	\$6.98
CED72015	F-4C/Ds & RF-4Cs	\$6.98
CED72016	F-4Cs & RF-4Cs	\$6.98
CED72017	MiG-15 (Soviet, NKorean, Egyptian, Chinese)	\$6.98
CED72018	MiG-15(Sov,Cuba,Czech,China, Alban,Syria)	\$6.98
CED72019	MiG-15 Korean War Aces	\$6.98
CED72020	F-4D/RF-4Cs Post War/Foreign O	\$6.98
CED72021	4 Su-22s(EGerAF,2EGerN, 2Libyan)	\$6.98
CED72022	12 Su-22s	\$6.98
CED72023	F-86Fs #	\$16.98
CED72024	F-86Fs (USAF Skyblazers Aeroba	\$6.98
CED72025	F-86Fs (RNoAF,NChAF,ItAF,PakAF)	\$6.98
CED72026	Su-27 Flanker (UkrAF IAT '96)	\$6.98
CED72033	P-38H/J/L(MChri,ScrmnKd,HAngel, 23Skid)	\$6.98
CED72035	P-39s #1	\$6.98
CED72037	Luftwaffe Late War Fighter Codes (Brown)	\$5.00
CED72038	Fw190A-D Natnl Insignia (Scale Color)	\$5.00
CED72039	Luftwaffe Late War Fighter Codes (Blue)	\$5.00
CED72040	Swiss Bf 109s w/13 109Ds,109Es, 109G-6s	\$6.98
CED72041	F-4F Phantom Special #1	\$7.98
CED72042	Starfighter Special #1: Italia	\$7.98
CED72043	Hunters Pt 1	\$6.98
CED72044	Hunters Pt 2	\$6.98
CED72045	Bf 110G-2/4 Pt 1	\$7.98
CED72046	Bf 110G-2/4 Pt 2	\$7.98
CED72047	Luftwaffe Special #1	\$6.98
CED72048	EF-111A Nose Art Special	\$6.98
CED72049	Luftwaffe Bf 109F/G/K Spinner Spirals	\$4.50
CED72050	Luftwaffe Fw190A-D Spinner Spi	\$4.50
CED72051	Fw 190D-9 of JG301(Advanced Research)	\$5.98
CED72052	Me262A/B of III.EJG(1/KG(J)54 & unknwn	\$7.98

CED72053	Me 262 Natnl Insignia (Scale Color)	\$6.00
CED72054	JG 7 Special (Me 262As & Bf 1	\$6.98
CED72055	Russian B-25D/J	\$6.98
CED72056	Bf 109E/G Nose Art Special	\$6.98
CED72057	Beaufighters #1	\$6.98
CED72058	Beaufighters #2	\$6.98
CED72059	Beaufighters #3	\$6.98
CED72069	P-38J/L Nose Art #	\$26.98
CED72070	Fw190A/D	\$6.98
CED72071	Fw190A-8 (Advanced Research)	\$5.98

HAWKEYE DESIGNS

resin cockpit,conversion & detail sets

HD101	A6 M3/5 Zero Cockpit Set (1:72)	\$9.95
HD103	Bf 109G Cockpit Interior (1:72)	\$10.95
HD104	P-51B/C Cockpit Interior (1:72)	\$9.95
HD105	Bf 109F/G Corrected Tail Set (1:72)	\$6.95
HD106	Bf 109 G-14 Tall Tail Set (1:72)	\$6.95
HD107	Bf 109G Misc. Detail Set (1:72)	\$5.95
HD108	Bf 109G Wheel Set (1:72)	\$7.95
HD110	Bf 110 G-4/R-8 "Schrage-Musik" 1:72	\$5.95
HD112	Fw190 A-1/A-4 Conversion (1:72)	\$15.95
HD113	Bf 109G Fat Wheel Detail (1:72)	\$5.95
HD114	Fw190A Early Wheel Upgrade (1:72)	\$5.95
HD201	HE-162 Project Conv. (1:72)	\$13.95
HD207	Luftwaffe Compass Swing Platform Base; use w/WWII sm-med a/c	\$19.95
HD208	Luftwaffe Starter Cart (1:72)	\$5.95
HD209	Bf 109G-10/B Complete Kit (1:72)	\$32.95
HD210	US WWII Carrier Deck Display Base(1:72)	\$12.95
HD301	Bf 109E Cockpit Interior (1:48)	\$11.95
HD302	Dewoitine D.520 Cockpit (1:48)	\$10.95
HD303	Bf 109T Conversion (1:48)	\$11.95
HD305	Bf 109F/G Cockpit Interior (1:48)	\$11.95
HD306	A6M3 Zero Cockpit Update Set 1:48)	\$11.95

PARAGON DESIGNS

etched brass & resin conversions & accessories

P32001	P-51D Cockpit Interior (Hasegawa)	\$24.25
P32002	P-51D Flaps	\$10.00
P32003	F/A-18A&C and CF-18 Conversion	\$46.25
P32004	SJU-5 (F-18) Ejection Seat	\$12.00
P32005	F/A-18 AN/AA-38 FLIR Pod	\$12.00
P32006	F/A-18 AN/ASQ 173 LST/SCAM Pod	\$12.00
P32007	F/A-18 Bulged Wheels	\$14.00
P32008	F/A-18 Drop Tank	\$14.00
P32010	MB Mk7 (F-4 Phantom) Ejection	\$24.25
P32011	Mosquito 2-stage Merlin Nacelles	\$34.25
P32012	Mosquito FB VI Fighter Conv+Full Cockpit Int.	\$50.75
P32013	Mosquito FB XVIII 'Molins' Conv+Full Cockpit Int.	\$50.25
P32014	Mosquito Bomber Canopy (Teardrop Sides)	\$8.00
P32015	Mosquito Bomber Canopy (Bulged	\$8.00
P32016	Mosquito P.R.Canopy	\$8.00
P32017	Mosquito Bulged Bomb Bay	\$17.00
P32018	Mosquito Bulged Camera Bay	\$17.50
P32019	Mosquito Flaps	\$24.25
P32020	Mosquito Paddle Blade Props	\$12.00
P32021	Mosquito 50 gal Drop Tanks x 2	\$14.00
P32022	Mosquito 100 gal Drop Tanks x 2	\$16.00
P32023	8xRAF 60lb Rockets 7 Rails2	\$6.25
P32024	RAF Tornado Laser Range Seeker	\$6.00
P32029	Spitfire 5-spoke Bulged Wheels	\$6.75
P32030	Spitfire Prototype Conversion	\$26.25
P32031	Spitfire Mk VIII Conversion	\$44.25
P32032	Typhoon Mk 1b Conv w/8 x Undrwg Rockt	\$44.25
P32034	Mosquito 5-spoke Treaded Bulge	\$16.00
P32035	Mosquito Plain Hub Bulged Wheels	\$16.00
P32036	Spitfire Mk IX Conversion	\$44.25
P48001	2 x Tornado Standard Drop Tanks	\$13.25
P48002	2 x Tornado 'Hindenberg' Drop	\$15.50
P48003	2x RAF Tornado JP233's	\$17.50
P48004	RAF Tornado Wing & Fuselage Py	\$11.00
P48005	F-15E Strike Eagle Update (Has1	\$9.75
P48006	F-111 F Afterburners	\$12.00
P48007	Tornado Flaps & Slats (Italeri)	\$26.25
P48008	Tornado Afterburners	\$8.00
P48009	2x Tornado MB MK10 Seats	\$9.50
P48010	Tornado BOZ 107 & Skyshadow Pods	\$11.00
P48011	Tornado Bulged Wheels	\$6.75
P48012	F-111 A/D/E/F/G/EF-111 Flaps/Slats	\$40.25
P48015	Ju88 FuG240 Berlin Nose&Rudder Ext(Drgn)	\$10.00
P48016	Ju88 FuG 350 Covered Morgenstern/Rudder	\$10.00
P48019	P-51 D/K Flaps (Hasegawa)	\$8.75
P48020	Tornado Front Fin Correction (	\$6.00
P48021	Tornado F3 Wing Pylon, AIM-9 Rails, Chaff Dispensers	\$10.00
P48022	6 x 0.50" Brownings (Fixed Type)	\$6.75
P48023	6 x 0.50" Brownings (Flexible	\$6.75
P48024	F-4-1 Conv P-38E Airframe (Has	\$8.25
P48025	F-4-A Conv P-38 E/F Airframe	\$6.75

AVIA IMPORTS USA

PO Box 99, Cary, NC 27512 Telephone: (919) 233-0212 Facsimile: (919) 469-0212

PARAGON DESIGNS

etched brass & resin conversions & accessories (Cont'd)

P48026	F-5-A/B Conv P-38 G/H/J (Hasegawa)	\$6.75
P48027	F-5-C/E Conv P-38 J/L (Hasegawa)	\$7.00
P48028	F-5-G Conv P-38 L (Hasegawa)	\$9.00
P48032	P-38 Flaps - inc EB pts	\$14.00
P48033	P-38 Open Gun Bay (Hasegawa)	\$11.50
P48034	2 x Jaguar MB Mk9 Ejection Seats	\$9.50
P48035	Jaguar Afterburners, Chaff Disp, Canon Bulges	\$9.00
P48036	Jaguar Flaps & Slats	\$11.00
P48037	Jaguar Bulged Wheels	\$6.75
P48038	Jaguar Vinten Recce Pod	\$9.00
P48039	Mosquito 0.303" & 20mm Open Gun Bays (Airfix)	\$18.00
P48040	Mosquito Flaps (Airfix)	\$8.75
P48041	Mosquito Molins Conv 'Tse-Tse'	\$6.75
P48042	Mosquito Two-Stage Merlins (Ai1)	\$6.00
P48043	Mosquito Universal Radome	\$8.00
P48044	Mosquito "Ash" Thimble Radome	\$6.00
P48045	Me110 C-G Open Nose Gun Bay	\$11.00
P48046	Fw190S5/S8 Two-Seat Conv (Dragon)	\$13.50
P48048	PB-1W Conversion (B-17G)	\$28.25
P48049	YB-40 Gunship Conversion (B-17F)	\$30.25
P48050	B-17 BTO 'Mickey' Radome	\$6.75
P48051	B-17E Conversion	\$28.25
P48052	B-17 Crew Access Door	\$7.00
P48053	S-3 Viking Bulged Wheels	\$6.75
P48054	2 x Buccaneer Mk 6 Seats	\$9.50
P48055	8 x RAF 60lb Rockets	\$9.00
P48057	Avro Lincoln Conversion	\$100.00
P48058	B-50 A/D Conversion (B-29)	\$132.75
P48061	B-29 hamilton Standard Props x 4	\$18.00
P48063	Do-335 B2 'Zerstorer' Conversion	\$26.25
P48064	Do335B4 Extn 'Heinkel' Wing Tip Conv	\$28.25
P48065	Do.335 B6 Night Fighter Conver	\$28.25
P48068	Mosquito Prototype Conversion	\$30.25
P48069	Mosquito Narrow Blade Props/Sp	\$8.00
P48070	Mosquito Bomber Nose Conversion	\$13.00
P48073	Mosquito P.R. Canopy	\$4.50
P48074	Mosquito Bulged Bomb Bay	\$7.50
P48075	Mosquito Bulged Camera Bay	\$8.00
P48076	Mosquito 'Twin Highball' Conv	\$22.00
P48077	Mosquito 50 gal Tanks	\$4.50
P48078	Mosquito 100 gal Tanks	\$5.00
P48079	F-105 Thunderchief Flaps/Slats	\$12.50
P48080	F-105 Thunderchief Open Gun Bay	\$7.25
P48081	Ju88 H-2 Conversion (Dragon)	\$30.25
P48082	Buccaneer Flaps	\$5.50
P48084	MiG 21 Recce Pod Type 'D'	\$11.50
P48085	MiG 21 Recce Pod Type 'R'	\$11.50
P48086	F-4 Phantom Flaps	\$6.00
P48087	RF-4B/C/E Conv, Early Profile	\$24.75
P48088	RF-4B/C/E Conv, Late Profile	\$24.75
P48089	Israeli RF-4ES 'Peace Jack' No	\$10.25
P48090	OV-10A Bronco Update/Testrs/lt	\$46.25
P48091	OV-10D Bronco Conv/Testrs/ltal	\$52.25
P48092	RAF 100 Group Lancaster Conv	\$11.00
P48093	RAF 100 Group B-17G & B-24J/M	\$17.50
P48094	A-6 Intruder/EA-6 Prowler Flaps/Slats/Wing Tip Air Brakes (Mon/Rev)	\$28.75
P48095	RAF Jaguar T2 Conversion (Airfix)	\$38.25
P48097	A-26 Invader Eight-Gun Nose	\$9.50
P48098	A-26 Invader Open Gun Bay (8-Gun Nose)	\$15.50
P48099	A-26 Invader 'Pathfinder' Nose	\$8.75
P48100	A-26 Invader Flaps	\$13.50
P48101	A-26A/B-26K Counter Invader Conv w/EBpts	\$40.25
P48103	B-17 Flaps	\$18.00
P48104	B-17 Open Bomb Bay	\$30.25
P48105	B-17G Cheyenne Tail Turret (Mo	\$7.25
P48106	B-17H/S B-17G Conversion (Mono	\$44.25
P48107	S-3 Viking Flaps/Slats	\$29.75
P48108	Lancaster Merlin 85's & Nacelles	\$48.25
P48109	P-47 Open Gun Bays	\$11.00
P48111	Do-335A Bulged Wheels	\$7.50
P48112	Mosquito Erly Style 5spoke Bulged w/Tread	\$7.50
P48113	Mosquito Plain Hub Bulged Wheels w/Tread	\$7.50
P48114	Spitfire Prototype Conversion	\$14.00
P48118	RAAF Lincoln M.R. 31 Nose Extn	\$15.00
P48119	Lincoln 'Saddle' Radome w/Scanner	\$ 9.00
P48120	Lancaster Hercules Radial Engines, Props & Nacelles	\$58.50
P48121	Lancaster Narrow Blade Props x 4	\$14.00
P48122	Lancaster Unshrouded Exhausts x 8	\$10.00
P48123	Lancaster 'Tailboy' Conversion	\$44.25
P48125	Lancaster Bulged Bomb Doors w/Ventral Turret	\$26.25
P48126	Lancaster Bulged Bomb Doors for 8,000lb Bomb	\$26.25
P48128	F-18 Bulged Wheels	\$6.75
P72001	A-26A/B-26K Counter Invader Co	\$24.25
P72002	A-26 Invader Flaps	\$9.00
P72003	A-26 Invader Six-Gun Nose	\$6.75

P72004	PB-1W Conversion (B-17G)	\$16.00
P72005	YB-40 Gunship Conv (Academy B-17F)	\$12.00
P72006	B-17 BTO 'Mickey' Radome	\$5.25
P72009	Lancaster 'Tailboy' Conversion	\$26.25
P72010	Lancaster 'Grand Slam' Conversion	\$26.25
P72011	Lancaster Bulged Bomb Bay Door	\$14.00
P72012	Lancaster Paddle Blade Props	\$7.00
P72013	6-Stub Unshrouded Merlin Exhau	\$5.00
P72015	Mercedes 160hp Inline	\$ 4.00
P72016	Mercedes 180hp Inline	\$4.00
P72017	4 x Different WWI German Exhausts	\$4.00
P72018	4 x 9.5mm WWI Wheels	\$4.00
P72019	4 x 11.5mm WWI Wheels	\$4.00
P72020	8 x Spandau Machine Guns	\$4.00
P72021	3x 10'6" WWI Props w/out Spinners	\$4.00
P72022	3x Different WWI German Props w/Spinners	\$4.00
P72023	2x Different WWI Radiators	\$2.50
P72025	Mosquito Erly Style Wheels(5-spoke w/Tread	\$5.50
P72026	Mosquito Bomber Nose Conv (Air	\$8.50
P72027	Mosquito 100 gal Tanks	\$4.50
P72028	Mosquito Prototype Conversion	\$16.00
P72029	Mosquito PR Canopy & 2 different Bomber Canopies (Matchbox)	\$3.75
P72030	Mosquito .303/20mm Open Gun Bays (Airfix) inc EB pts	\$11.00
P72031	Mosquito Flaps	\$6.75
P72032	Mosquito Bulged Wheels	\$5.50
P72033	Mosquito NF XV Conv (Matchbox)	\$13.00
P72034	Sea Mosquito TR33 Conv (Airfix)	\$12.00
P72035	Mosquito Bulged Bomb Bay	\$5.00
P72036	Mosquito Bulged Camera Bay	\$5.50
P72037	Mosquito 'Twin Highball' Conv	\$13.00
P72038	F-4 Phantom Flaps	\$5.00
P72039	Israeli RF-4ES 'Peace Jack' Nose	\$7.25
P72040	ASV MkII Radar Aerials(Sund,Cat,B-24,Well) inc EB pts	\$11.00
P72041	RAF 100/Lancaster, Strling, Halifax(Airfix) EBpts	\$14.50
P72042	RAF 100 B-17G & B-24J/M Conv	\$14.50
P72043	B-17 Flaps	\$12.00
P72048	Lancaster hercules Radial Engines/ Props & Nacelles	\$32.25
P72049	Lancaster Bulged Bomb Doors for 8,000lb Bomb	\$14.00
P72053	F-18 Bulged Wheels	\$5.50

REHEAT MODELS

etched brass & resin accessories and figures

RH001	Aces II Ejection Seat (1:32)	\$12.35
RH002	Seat Buckle/Harness pk; Modrn&Vint(1:72)	\$7.25
RH003	Seat Buckle/Harness pk; Modrn&Vint(1:48)	\$6.00
RH005	Yeager Figure (1:32)	\$11.95
RH006	Modern USAF Fighter Pilot (1:32)	\$11.95
RH007	Modrn Luftw Tornado Crew, 2 figures(1:32)	\$20.00
RH008	A/C Instrumnt Dials; Modrn&Vint; Waterslide Decals(1:72)	\$6.00
RH009	A/C Instrumnt Dials; Modrn&Vint; Waterslide Decals (1:48)	\$6.00
RH015	Modern US Navy Pilot (1:32)	\$11.95
RH016	RAF Tornado Crew; 2 figures (1:32)	\$20.00
RH017	F-104 Starfighter Pilot w/MC.2 pressure suit (1:32)	\$11.95
RH018	F-14 Tomcat Crew; 2 figures (1:32)	\$20.00
RH019	RAF Harrier Pilot w/NBC gear(1:32)	\$11.95
RH020	F-86 Sabre Pilot; USAF Korea(1:32)	\$11.95
RH021	Instrumnt Bezels; Vint; 170 pcs; use w/RH08 (1:72)	\$7.25
RH022	Instrumnt Bezels; Vint; 92 pcs (1:48)	\$7.25
RH023	Instrumnt Bezels; Vintage; 62 pcs (1:32)	\$7.25
RH024	Instrumnt Bezels; Modrn; 159 pcs (1:72)	\$7.25
RH025	Instrumnt Bezels; Modrn; 170 pcs (1:48)	\$7.75
RH026	Instrumnt Bezels; Modrn; 96 pcs (1:32)	\$7.25
RH027	Multiple Bezels; Modrn&Vint; (1:72)	\$7.25
RH029	Multiple Bezels; Modrn&Vint; (1:32)	\$7.25
RH030	Radar Screen & CRT Displays; (1:72)	\$7.25
RH031	Radar Screen & CRT Displays; (1:48)	\$6.75
RH032	Radar Screen & CRT Displays; (1:32)	\$9.00
RH033	Cockpit Switch Consoles; 118 panels; (1:72)	\$7.25
RH037	WWII Luftwaffe Fighter Pilot(1:32)	\$11.95
RH038	USAAF Fighter Pilot; Europe WWII(1:32)	\$11.95
RH042	A/C Rudder Pedals; Modrn&Vint(1:72)	\$7.75
RH043	A/C Rudder Pedals;Modrn&Vint;etchd(1:48)	\$7.75
RH044	A/C Rudder Pedals;Modrn&Vint;etchd(1:32)	\$8.25
RH045	Cockpit Trim Wheels/Levers; (1:72)	\$8.25
RH046	Cockpit Trim Wheels/Levers; (1:48)	\$8.25
RH047	Cockpit Trim Wheels/Levers; (1:32)	\$8.25
RH048	A/C Canopy Details; Vintage; (1:72)	\$8.25
RH049	A/C Canopy Details; Vintage; (1:48)	\$8.25
RH050	A/C Canopy Details; Vintage; (1:32)	\$10.00
RH051	A/C Canopy Details; Modern; (1:72)	\$8.25
RH052	A/C Canopy Details; Modern; (1:48)	\$8.25
RH053	A/C Canopy Details; Modern; (1:32)	\$10.00
RH056	T-33/RT-33 Detail for Hobbcraft (1:48)	\$18.00

RH057	F-94 Starfire Detail for Hobbcraft; (1:48)	\$18.00
RH058	F-80 Shooting Star Detail for Monogr (1:48)	\$11.00
RH059	T-33/F-94 Wing Flap/Dive Brake Set; (1:48)	\$11.95
RH064	O/A-37 Dragonfly Detail for Monogram (1:48)	\$11.95
RH065	F9F-5 Panther Detail for Monogram; (1:48)	\$11.95
RH070	Luftw Accessory; seats,sights,ammo (1:72)	\$10.00
RH071	Luftw Accessory; seats,sights,ammo (1:48)	\$11.95
RH072	RAF/FAA Accessory;sights,pedals,ammo(1:72)	\$10.00
RH073	RAF/FAA Accessory;sights,pedals,ammo(1:48)	\$11.95
RH074	USAAF/USN Accessory;seats,sights,ammo(1:72)	\$10.00
RH075	USAAF/USN Accessory;seats,sights,ammo (1:48)	\$11.95
RH076	Seversky P-35 Detail for Hobbcraft; (1:48)	\$10.00
RH077	Horten Ho229A-1 & Ho229B for Dragon (1:48)	\$18.00
RH078	F-100D/F Detail for Esci/Ert/AMT; (1:72)	\$18.00
RH079	F-100D Super Sabre Detail for Monogr (1:48)	\$11.95
RH080	P-51B/C Mustang Detail for Haseg (1:48)	\$10.00
RH081	P-51D/K Mustang Detail for Acad/Mini (1:72)	\$10.00
RH082	P-51B/D/K Mustang Detail for Mono/Haseg (1:48)	\$11.95
RH083	Arado 234 B/N Detail for Dragon Kit; (1:72)	\$11.95
RH084	Dornier 335 Set for Dragon sing & tw seat (1:72)	\$11.95
RH085	Arado 234C Detail for Dragon; etched (1:72)	\$10.00
RH086	P-38J/L Lightning Detail for Hasegawa (1:48)	\$13.25
RH087	P-26 Peashooter Detail for Hobbcraft (1:48)	\$11.95
RH088	P-36/H-75 Mohawk Detail for Hobbcr(1:48)	\$18.00
RH089	Spitfire F XIV-PR XIX Detail for Fujimi; (1:72)	\$11.95
RH090	MiG-29A Fulcrum Detail (1:48)	\$14.00
RH091	Luftwaffe Fighter Pilots; WWII; 3 (1:48)	\$11.25
RH092	RAF Fighter Pilots; WWII; 3 (1:48)	\$11.25
RH093	USAAF Fighter Pilots;WWII Europe;3 (1:48)	\$11.25
RH094	F-84F Thunderstreak Detail (1:48)	\$11.95
RH095	Spitfire Mk I-V Detail (1:48)	\$11.95
RH096	RF-84F Thunderflash Detail for Heller; (1:48)	\$11.95
RH097	F86 Sabre Detail for Monogram; etched (1:48)	\$11.95
RH098	Ju87 Stuka Interior Detail; (1:48)	\$11.95
RH099	Ju87 Stuka Exterior Detail (1:48)	\$14.00
RH101	F4F-4 Wildcat Detail for Tamiya; (1:48)	\$11.95
RH102	Japanese Army/Navy Pilots; WWII; 3 (1:48)	\$11.95
RH103	US Navy/Marine Pilots; WWII; (1:48)	\$11.95
RH106	USAF Fighter Pilots; Korea 50's era; 3 (1:48)	\$11.25
RH107	Modern Russian Jet Pilots; Set of 3 (1:48)	\$11.25
RH109	Japanese Accessory Set; (1:72)	\$10.00
RH110	Japanese Accessory Set; (1:48)	\$11.95
RH115	Soviet K36 Ejection Seats; 2 per pack (1:48)	\$8.15
RH116	Luftwaffe Desert Pilots; 3 figures (1:48)	\$11.25
RH121	Luftwaffe Bomber Crew; 5 pc (1:48)	\$15.25
RH122	Phantom Ejection Seats (1:32)	\$21.25
RH124	USAF Pressure Suited Pilots (1:48)	\$11.25
RH125	USAF F-4 Phantom Crew; 70's-80's; 2 (1:32)	\$20.00
RH127	Remove Before Flight Flags;84 pc (1:72)	\$10.00
RH128	Remove Before Flight Flags;70 pc (1:48)	\$11.00
RH129	Remove Before Flight Flags;52 pc (1:32)	\$11.95
RH130	A/C Data Placards;Waterslide Decals; (1:72)	\$6.00
RH131	A/C Data Placards;Waterslide Decals; (1:48)	\$6.00
RH132	A/C Data Placards;Waterslide Decals; (1:32)	\$6.00
RH133	Modrn A/C Control Placards; (1:72)	\$6.00
RH134	Modrn A/C Control Placards; (1:48)	\$6.00
RH135	Modrn A/C Control Placards; (1:32)	\$6.00
RH136	Vintage A/C Control Placards; (1:72)	\$6.00
RH137	Vintage A/C Control Placards; (1:48)	\$6.00
RH138	Vintage A/C Control Placards; (1:32)	\$6.00
RH139	F-4 Intake Covers; for TAMIYA (1:32)	\$8.75
RH140	Italian Pilots; WWII; Set of 3 (1:48)	\$11.25
RH141	Vietnam Phantom Crew (1:32)	\$20.00
RH143	RAF Pilots; WWII; 2 figures (1:32)	\$20.00

POSTAGE and HANDLING

48 Contiguous States:
\$0 to \$100.00 add \$5.00
over \$100.00 add 5%
All others including APO, FPO, Canada, International:
15% of total order

PAYMENT

Checks, Money Orders payable in US funds only to
AVIA IMPORTS USA.
Credit Card orders please include card number,
exp date, name and billing address.
NC residents please add 6% sales tax.



AEROCLUB

New!

1/48 Scale Bristol F2B Fighter £23.75

This is a limited-run injection moulded kit with lots of white metal details and four decal options. The kit also contains alternative tail units.

Just arrived!

From Sierra Scale

1/48 Scale Fairey Barracuda Mk I-III £29.50

This is a crisp vacuformed kit with some small parts in injection moulded plastic. Includes AEROCLUB machine gun and Microscale decals for two variants.

Coming soon!

1/48 Scale Lightning T.4 - T.5

Injection moulded conversion kit and other Lightning update pieces. Prices TBA.

We also stock products from:

Koster, Sierra, Toms Modelworks, Dynavector, Eduard, Elan Minatures, Pegasus, AJP Maquettes, Xtratech, Classic Airframes, Esoteric, Joystick, Welsh Models, AirCraft Models, Model Art, Max Decals, Slaters

Post and packing charges - UK

Below £5.00 = £1.00, Below £10.00 = £1.50, Below £20.00 = £2.00,
Below £30.00 = £2.50, **Over £30.00 = Post free**

For more information about our vast range of products send
6 x 1st Class stamps for a catalogue to:

AEROCLUB 5 Silverwood Avenue, Ravenshead, Nottingham NG15 9BU

Tel: 0115 - 9670044. Fax: 0115 - 9671633

VISA, ACCESS, EUROCARD, MASTERCARD ACCEPTED

SEE US AT SOUTHERN EXPO - March 28th/29th

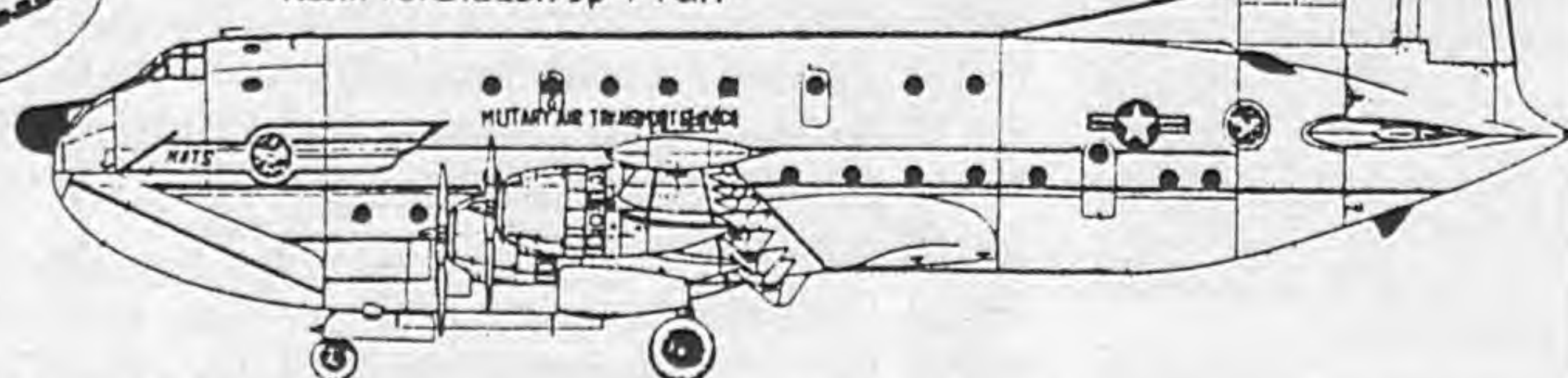
Welsh Models

Exclusive
1:144 Scale
Series Kits



MT4 - C-124A-C - GLOBEMASTER II - Vacform, Metal and
Resin Parts. £23.79p + P&P.

New
Releases



SL74A - AIRBUS A319 - 'Swissair/United CFM56 & V2500 Engines. Resin wings engines & tail group
Vacform fuselage, Metal u/c parts. £21.75p + P&P.



Coming Soon

MD - 90 - 30 - SAS Lockheed Starliner - Lufthansa



**D.R.Wade, 93, Fonmon Park Rd, Rhoose, Sth. Glam,
U.K. CF62 3BG - Phone & Fax 44(0)1446 - 710113**

MAGNA MODELS

4 BRIAN CLOSE, SANDFORD, WAREHAM, DORSET BH20 7BJ

Telephone: (01929) 553518

1/72nd Scale Resin and White metal kits, conversions and accessories

NEW 5272 Hunting Percival Sea prince, includes 2 nose types	£24.25
5372 Hunting Percival Pembroke, includes 3 nose types	£24.75
5172 Supermarine Swift F2	£18.95
4972 Bristol Bukmaster T1	£25.95
4772 Bristol Buckingham B1/G1	£26.95
4572 Supermarine Swift F7	£19.95
4372 Supermarine Swift F7	£19.95
4172 Short Sturgeon SB3	£23.95
3872 Supermarine Scimitar FJ	£23.95
3572 Miles Monitor TT11	£23.95
3072 Vickers Valetta C1	£34.75
5072 DH Dove/devon	£23.95
4872 Supermarine Swift F1	£18.95
4672 Miles Master Mk1/1A	£17.95
4472 Bristol Brigand	£26.95
4272 HP Marathon Mk1/T11	£29.95
3972 Short Sturgeon PR1	£21.95
3672 Vickers Viking 1B	£34.75
3472 Short Sturgeon TT2/3	£23.95
1072 Miles Martinet TT1	£16.99

All the above are complete kits with sparo canopies, interior detail and colour scheme details. Decals are not included. *denotes optional parts for different version.

All previously advertised kits and conversions still available.

Conversions:- 4072 Bristol Freighter Mk21 £13.75, 3772 Bristol Freighter Mk32 £11.95

Send SAE or IRC for brochure of complete range, prices include P&P in UK, CC add 10%, ROW 15%. Sorry no credit cards accepted, cheques, PO's, IMO's etc please.

INTERNATIONAL AVIATION HERITAGE LTD

AVIATION LITERATURE AIRCRAFT PLANS

3 - View Scale Drawings By Paul Matt

325 pages of scale drawings of 124 airplanes are included in a set of two volumes. Each drawing is highly detailed and is an accurate working print with all dimensions, specifications, airfoils, cross sections, templates & colour schemes included.

Drawings are part of the collection of the internationally acclaimed and highly honoured Historical Aviation Album by Paul Matt. Each book is 8 1/2" x 11". softbound and has 150 pages per book. In addition to drawings, each book contains several detail photos. Drawings which appear in these two books are listed below and includes drawings from Golden Age, WWI, WWII, Classic and Modern.

Volume 1 contains all airplanes from A to G at £29.99 + £2 P&P

Volume 2 contains all airplanes from H to W at £29.99 + £2 P&P

Special introductory offer - BOTH VOLUMES £50.00 + £4 P&P

Glebe House, Brinkworth,

Chippenham, Wilts. SN15 5AF

Telephone: (01666) 510405 Fax: (01666) 510459

"HURRICANE!" by Bill Perring.



On this bright Autumnal Sunday, 229 Sqn Hurricane RE-Q was flown by Sgt Frank Twitchett. "...Returning from sorties over south east Kent we would often make use of the Ashford to Redhill line as a useful 'pointer' to Northolt where the squadron was based..."

This signed and numbered limited edition of 850 (image size 12" X 22") printed using lightfast inks on 300 gsm neutral pH paper is offered for sale at; £30

or - COUNTERSIGNED BY FRANK TWITCHETT - £35

Artist remarked copies £20 extra. Postage and packing free world-wide. Colour leaflets available on request. Satisfaction guaranteed. Full refund if returned within 14 days.

Please make cheques and P.O.'s to;

BILL PERRING

**D'ARCY COLLECTION, 8 MARLPIT LANE,
COULSDON, SURREY CR5 5HB. ENGLAND.**

Tel 01737 555727



See the full range of prints at my web page:- <http://members.aol.com/blyndbat>

Colour & Marking Notepad

by
Michael Payne

Photo 1.

There is, unfortunately, insufficient evidence to suggest where these Bf 109Es of 9./JG2 were lined up, though it was almost certainly in northern France. Yellow cowlings and rudders date it post-August 1940 but before III./JG 2 began flying Bf 109Fs. Most likely 'owner' of Yellow '5', with its 23 victory claims, was Siegfried Schnell, who later led the Staffell. Note that the code markings used a different tone of yellowed from the ID paintwork. Fuselages, which in May/June had been pale blue (RLM 65), were now over-sprayed with the common grey-green (RLM 02). One can see how the sprayer has avoided the wavy-line symbol. Like many other pilots of JG 2, especially those in I. Gruppe, this pilot has modified the form of the Balkenkreuz to reduce the visibility of the wide white borders. The new proportions resemble those used on upper wing surfaces. On Yellow '11' one can see the Richthofen shield, white with black outline and a red 'R' with a thin edge of black. It is odd that this Emil had no head armour at this date. Undersides were blue and wing tips had no ID paint, though photos show this perhaps at a later date.



Photo 2

During 1941 No. 87 Sqn. received cannon armed Hurricane IIs and devoted its skill to night fighting and intruding. LK•A, BE500 was overall Night Black with an orange spinner. There were no underside markings, but on both sides by the windshield Sqn. Leader D. G. Smallwood painted his rank pennant, and on the port side, under the cockpit sill, was the presentation sign 'United Provinces' in a scroll, and below, in small capitals 'Cawnpore I'. It was not until 1942 that code letters generally became Dull Red on night fighters, though the serial is red. During 1941-42 the squadron was based at either

Colerne or Charmy Down, both hill-top airfields near Bath, and with a detachment on Scillies. In one of his books Roland Beamont describes how pairs of Hurricanes would prowl over the Normandy bomber airfields at night, often using Warmwell near Weymouth as a forward base.

It was a strange thing that engine notes of Hurricanes and Defiants were quite different. Ex-firewatchers will recall that the same was true with Beaufighter IIs and Mosquitos.

Photo 3

Although at first sight this B-17E Fortress seems to present a normal appearance, this is not so. It was definitely one of the earliest B-17s of the USAAF to arrive in Britain,



possibly early in July 1942.

On pages 214-215 of 'The Aeroplane' for 21 August 1942, there are three other photos of this aircraft, with a text about 'Our American Allies'. It was serialled 19045 in yellow on the fin and the 45 was repeated on both sides of the nose. Blue and white stars appeared above port and below starboard wings and on fuselage sides forward of the waist gun-hatches. No outer yellow rings are carried on the roundels and 'U.S. ARMY' was still painted below the wings.

Undersides were in a light grey, approximating to the RAF Medium Sea



interesting to hear when 'US Army' was removed from the undersides.

Photo 4

Although strictly this is not an in-service photo, I feel that the Shuttleworth's

brown.

There were yellow strips along each wing leading edge, from just outboard of the empty cannon stubs to the wing tip lights. The ports for the Browning machine guns always had fabric patches stuck over them with red shrinking dope and these were only pierced when the guns first fired. Undersides were Medium Sea Grey with 32 inch diameter Type C roundels. Some Spitfires used to repeat the individual code letter below and behind the spinner, sometimes on a coloured disc.

Readers heading for holidays in Devon or Cornwall on the A30 can spot what remains of the dispersal bays used by the Czech Spitfires near the threshold of runway 13.

Photo 5

A pair of De Havilland Comets, separated in time by about sixty years. The Boscombe



restoration of the clipped wing Spitfire L.F.Vb has been so beautifully done that it merits inclusion among some of its contemporaries. AR501 is reported to have genuinely served with No. 310 (Czech) Sqn. during 1942-43, in which case I must have watched some of its activities while I was hedge-top spotting at Exeter. Colours, markings, proportions, exhausts etc are so well produced that I hesitate to pick up such a minor point that I believe the Czech disc was painted only on the port side. It is welcome that the roundel red in the markings is the correct 'dull' tone - almost

Down Comet, its flaps partly lowered, joins the restored DH 88 from the Mildenhall to Australia air race of 1934; on a commemorative flight from Wiltshire to Hatfield. The colours speak for themselves and this view provides modellers with a useful angle on two noteworthy types which shared such a memorable name.

I am sure some readers will spot this as the work of the late Henry Wills, who recorded so much local aviation history.
(H.W.Wills)

Michael Payne



Photo Album: Supermarine Swift FR.5 WK281

To assist all would-be modellers of the stunning Supermarine Swift and to tie in with both Richard J. Caruana and Steve Benstead's features, here is a selection of photographs in and around the Supermarine Swift which is currently on display at Tangmere. This machine is owned by the RAF Museum, Hendon and is on loan to Tangmere along with Hunter WB188.



This shot shows the upswept tailplane of the Swift, along with the various outlets near the exhaust pipe (R.Mills)



A lovely shot up inside the flaps. These are the port set. Note the actuating rams and the internal ribbing. The red unit in the aileron is a ground lock (R.Mills)



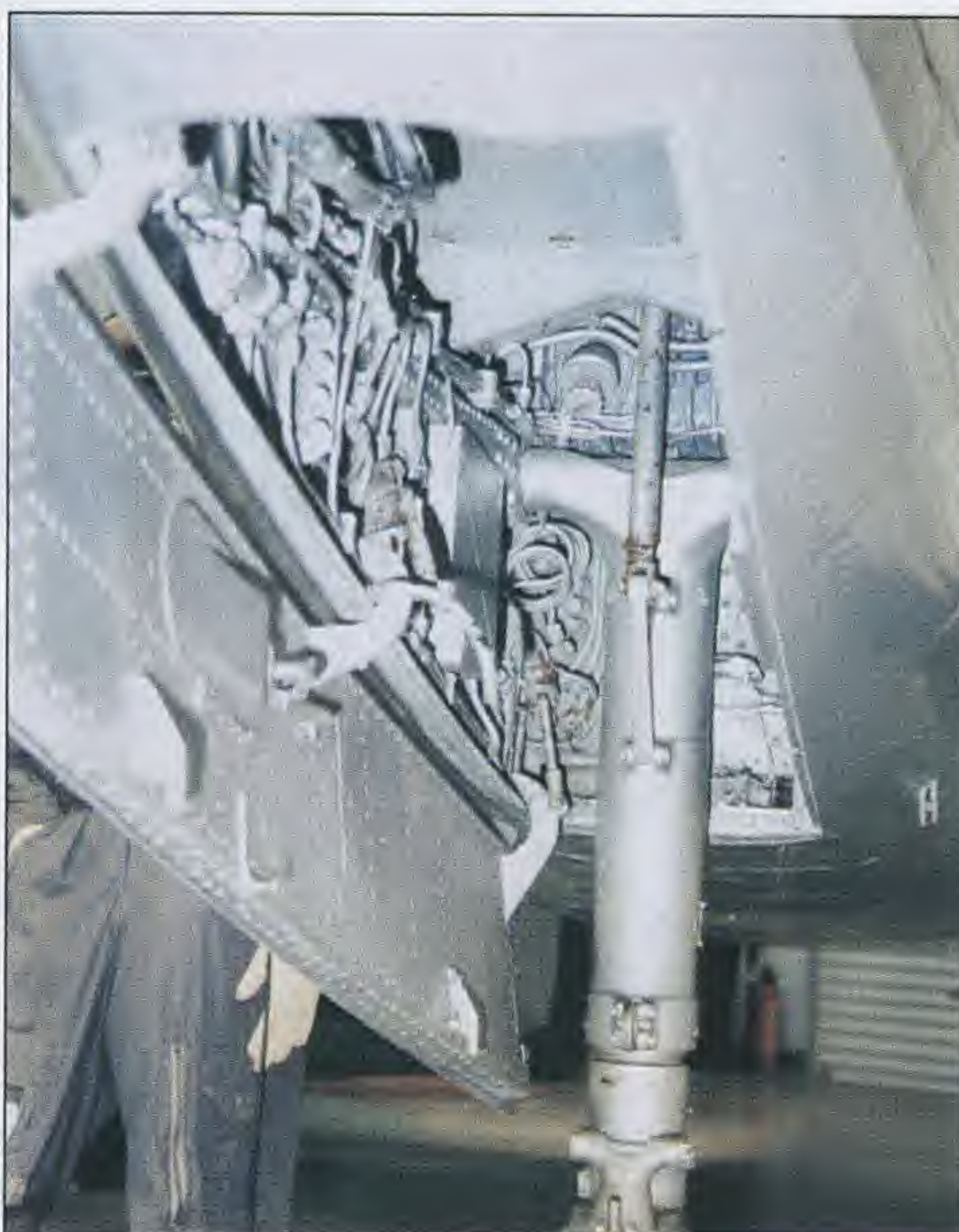
A look along the starboard side of the rear fuselage. Note the air scoop on the upper decking, towards the tail (R.Mills)



A close up of the intakes. Note the splitter plate and the grills on the lower edge. The red cover is a FOD guard (R.Mills)



A close up of the tailplane shows that it is 'all-moving', note the curved slits in the skinning by the leading edge, which is linked to the control systems inside (R.Mills)



A look backwards into the nose wheel well. This is fairly uncluttered by modern standards and the paint finish is far too bright in comparison with operational Swifts (R.Mills)



A look at the top of the port fuselage decking. Note the double air scoops at the front, with the single one to the rear (parallel to the one on the starboard side) (R.Mills)



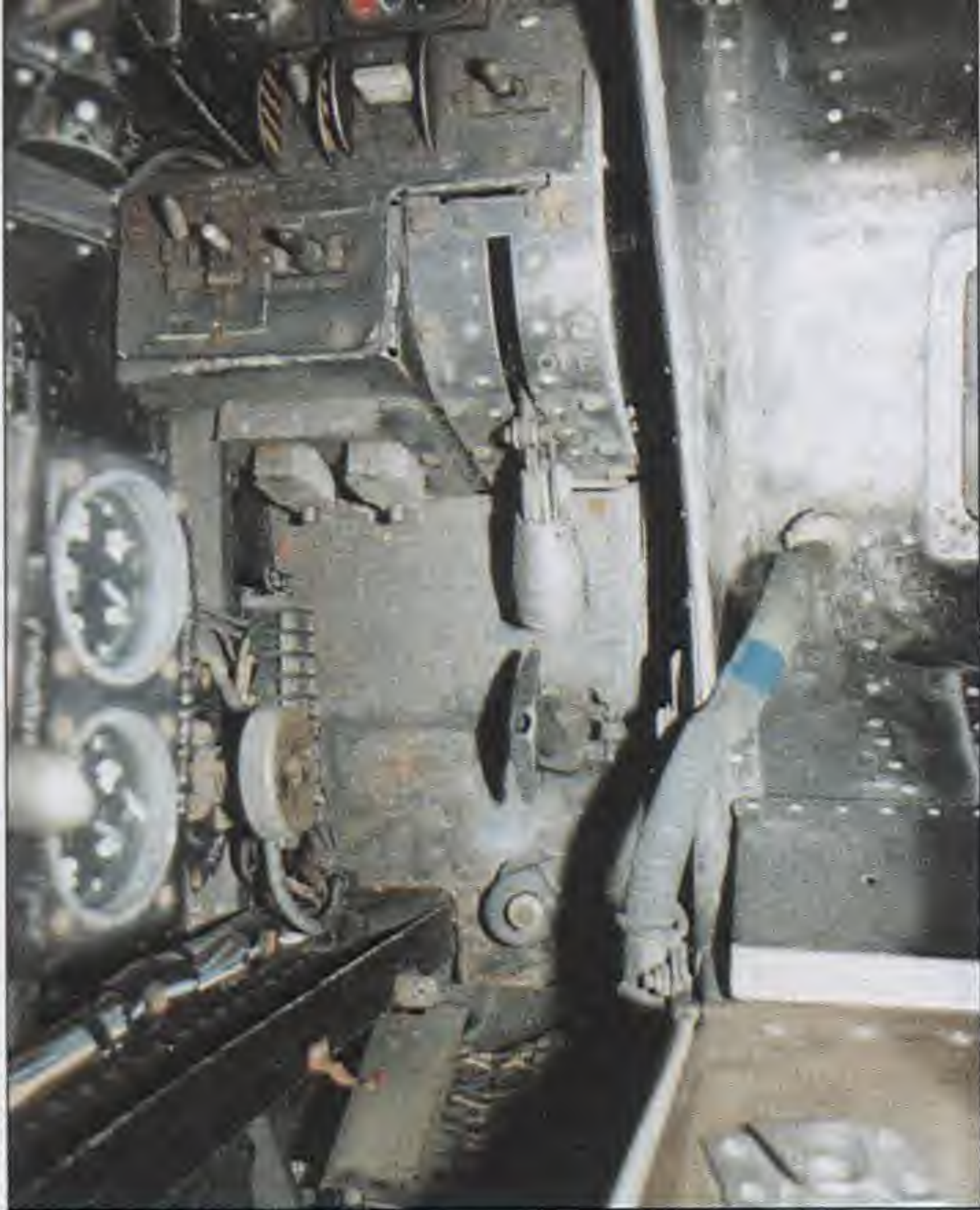
A look along the trailing edge of the mainplane. Note the trim tab right out on the extreme of the wing. Hunter WB188 dominates the background (R.Mills)



The undersurface of the rear fuselage. Note the two sets of 'grills' and the fuel dump ports. The whip aerial is probably VHF or IFF (R.Mills)



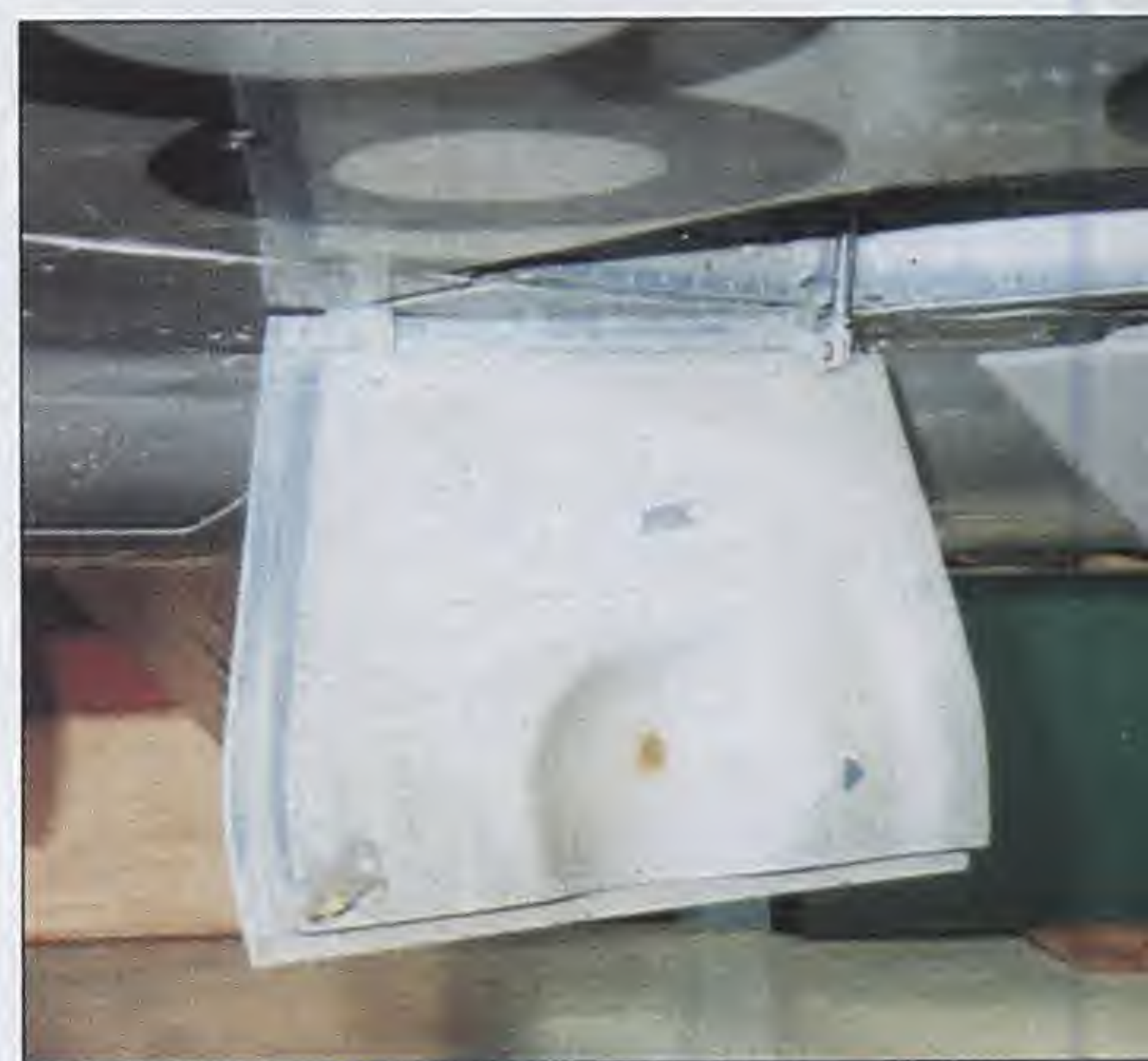
Overall look at the canopy. Note the large 'rescue' arrow pointing to the glazed panel behind which is the canopy jettison handle. Note that the sliding portion's forward framing is not metal, but laminated perspex, which is an off-white colour (R.Mills)



An odd shot, looking down alongside the ejection seat on the port side (J.C. Collection)



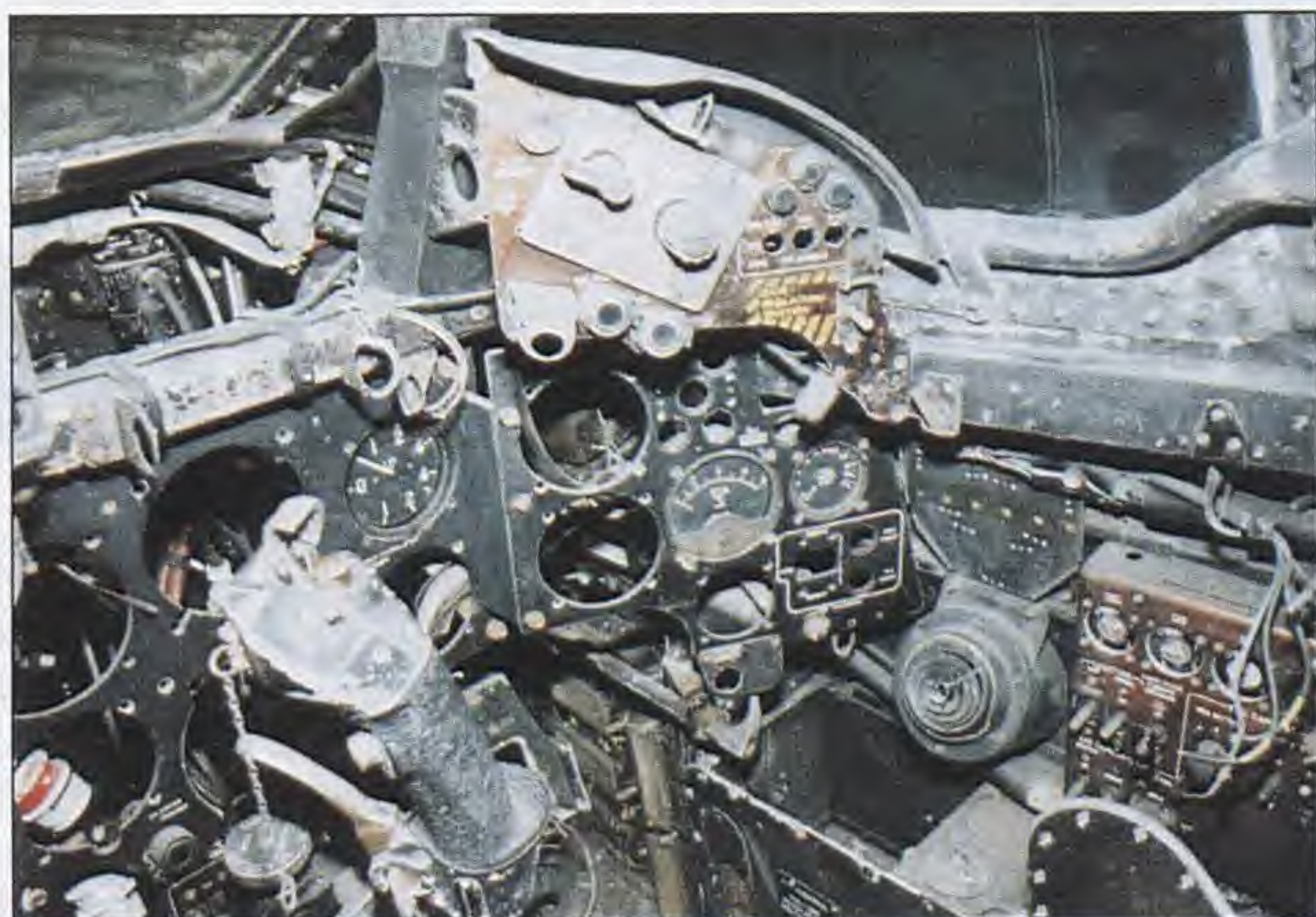
An overall look at the undercarriage. Note that the leg is fully compressed here and would have an area of 'chrome' oleo exposed normally (R.Mills)



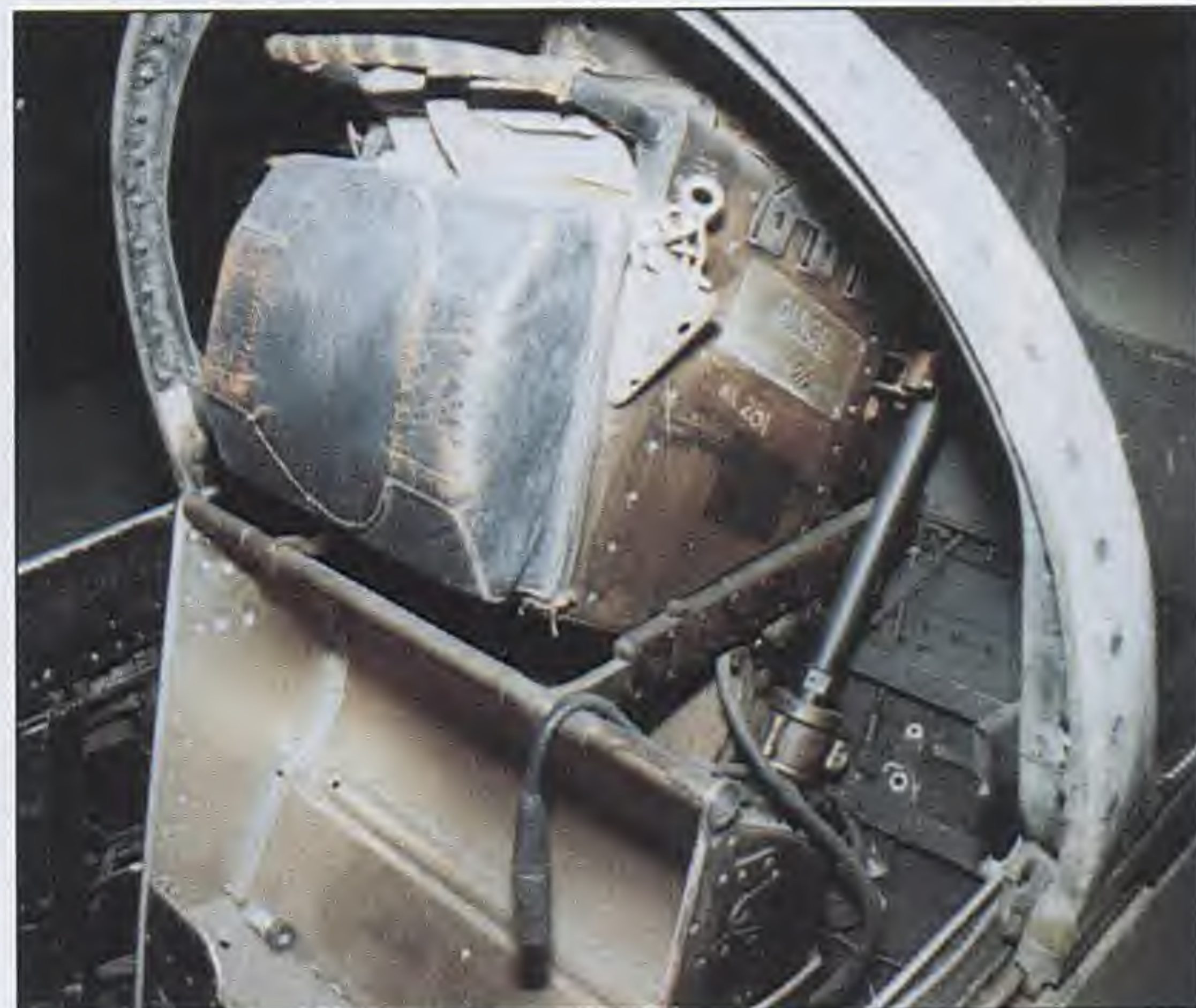
This shows the inner face of the main undercarriage door. Only a single hydraulic retraction ram operates this unit and it is positioned aft (R.Mills)



A look along the aileron on the port wing. Note the exposed linkage and the actuator link for the trim tab at the extreme right. This shot also allows you to see how far down the flaps go in relation to the wing (R.Mills)



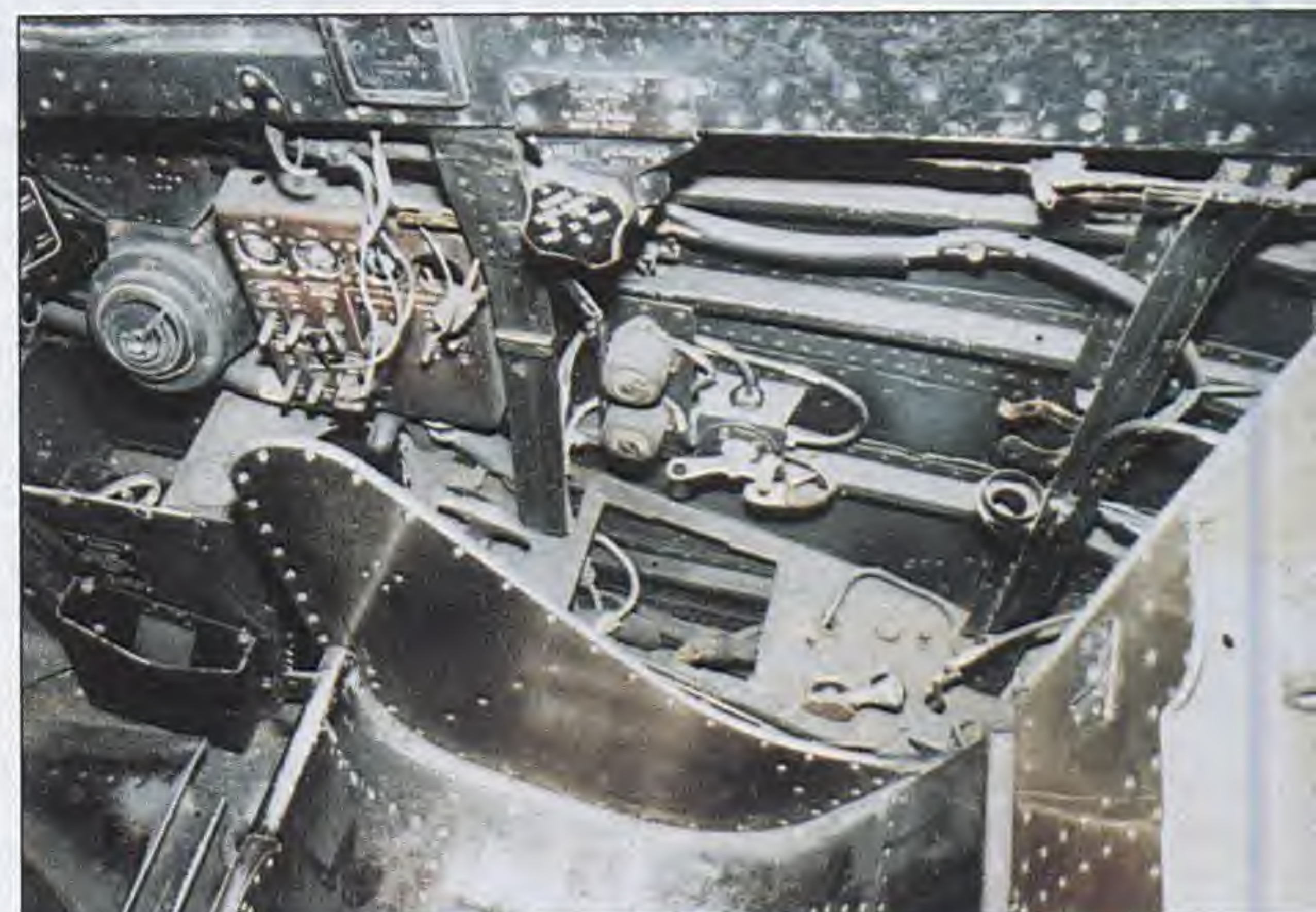
The interior of WK281 leaves a little to be desired (like instruments!) but thus, used in conjunction with the Aircraft Sketchpad elsewhere, should allow you to detail the interior of the Swift. This shot shows the main instrument panel and part of the starboard sidewall. Missing in the middle of the main panel is the GGS (Gyroscopic Gun Sight). The pipe visible in the top right runs around the inside of the windscreen and is for de-misting (J.C. Collection)



This is a shot of the top of the Martin Baker ejection seat (Mk 2G). Note the head rest and firing handle (black and yellow striped), also that the body of the seat is in fact a funny brownish colour. This may be preservative, or that the original was anodised aluminium (J.C. Collection)



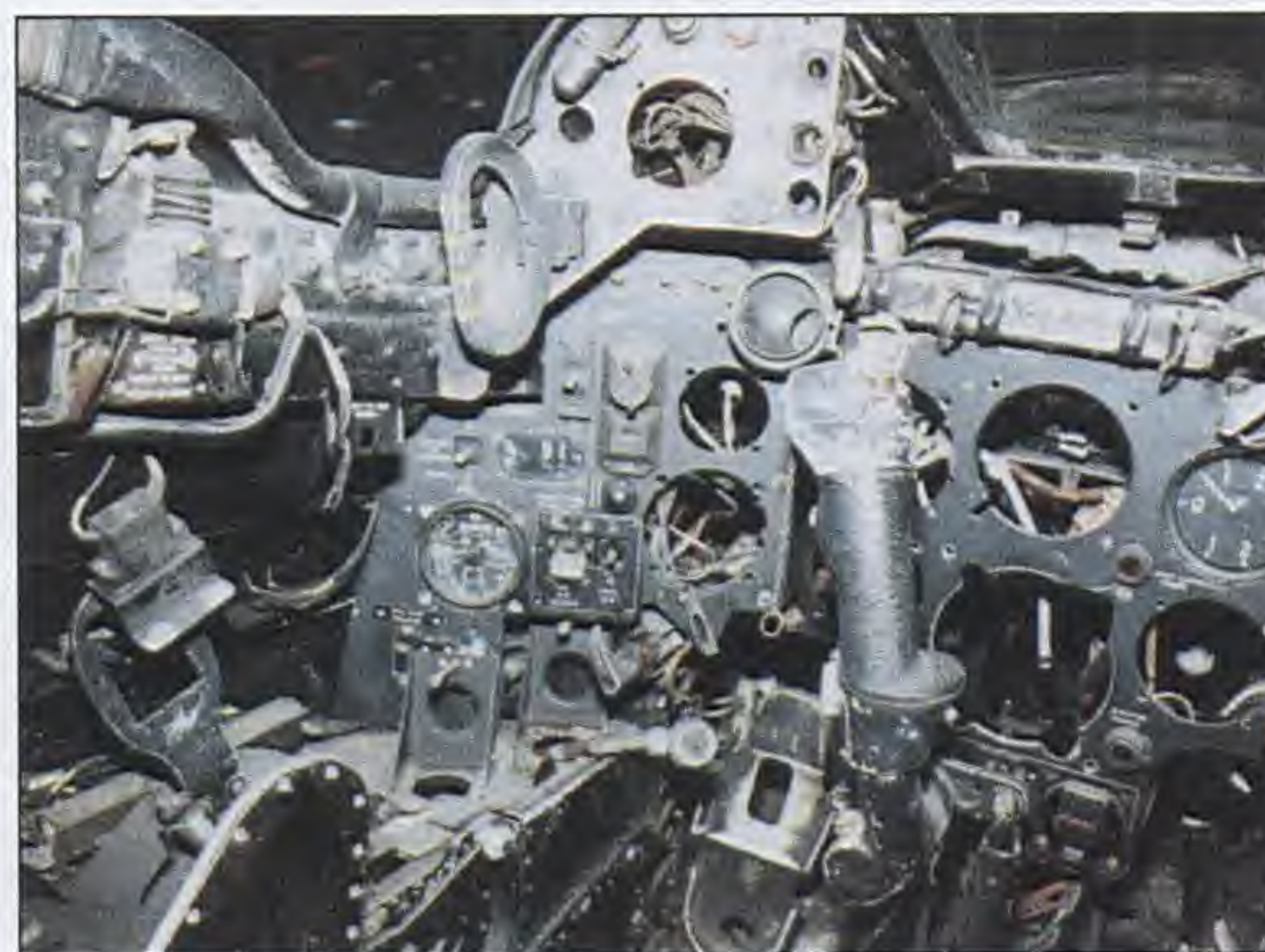
The overall view of the instrument panel (J.C. Collection)



The starboard sidewall. This area is very uncluttered and although a few bits are missing, it is still quite impressive due to its tidy nature! (J.C. Collection)



A look into the lower corner of the starboard side of the main instrument panel and side console. The style of rudder pedal is quite interesting as are the prominent 'knee guards' on the ejection seat (J.C. Collection)



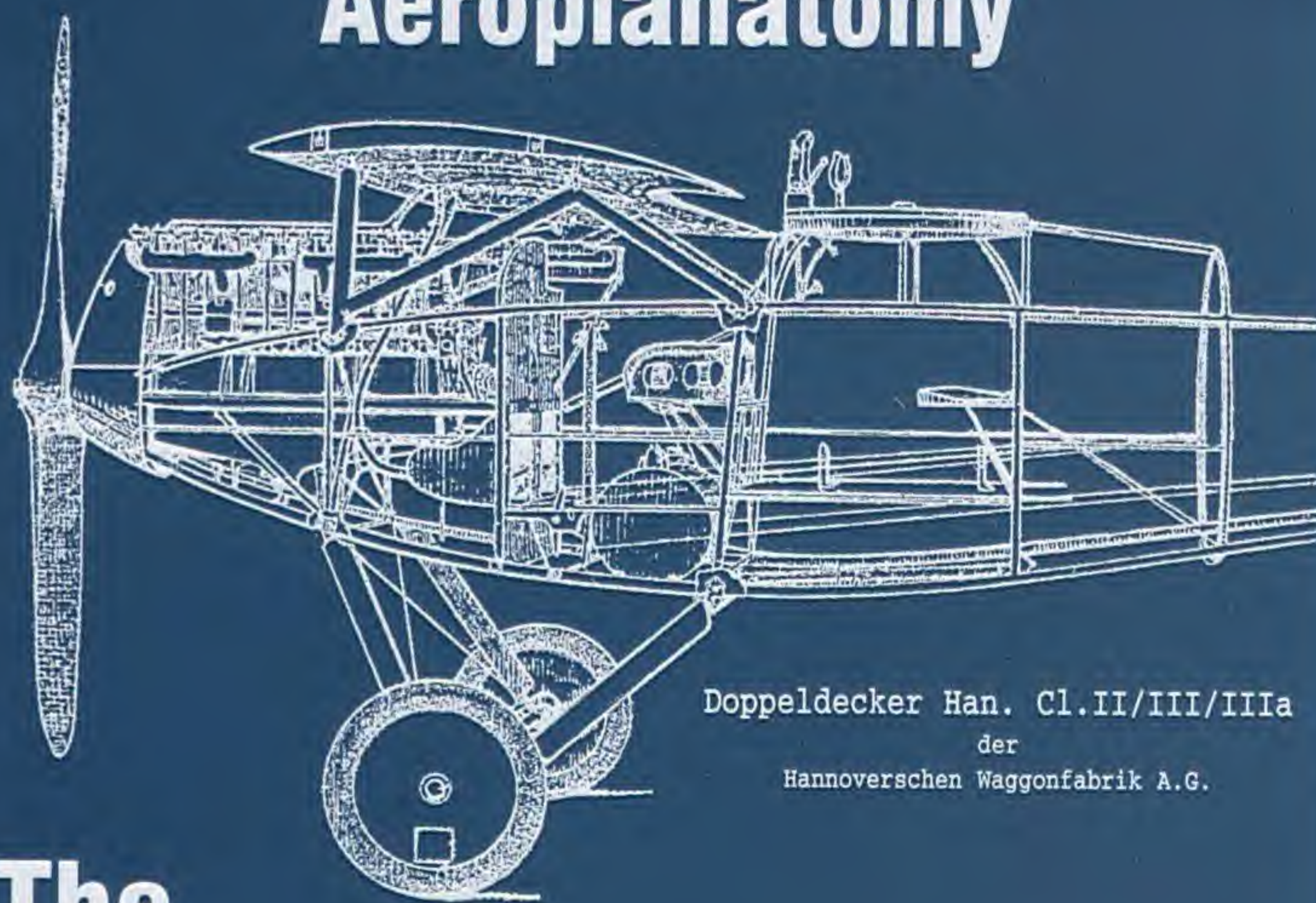
This is the main panel and part of the port sidewall. Note the emergency hood jettison lever on the upper left of the panel (J.C. Collection)



A bit dark, but this is the port sidewall. Once again this area is quite uncluttered (J.C. Collection)

Our thanks to R.Mills and J.C for the use of their photographs in this feature.

Aeroplanatomy



Doppeldecker Han. CL.II/III/IIIA
der
Hannoverschen Waggonfabrik A.G.

The

Hannover

By Harry Woodman

There can be no avoiding the fact that during WWI the German aircraft industry displayed a greater degree of innovation in design than that of the Allies. In 1918, all metal Junkers two-seaters with the crew accommodated in an armoured 'bathtub' were flying over the battlefields in France. Soon, metal monoplanes would follow whilst in the Junkers factory a huge four-engined all metal, cantilever wing bomber was being assembled and Dornier created large flying boats of advanced design employing metal hulls. However, apart from these, a more imaginative use of wood was employed by several designers.



Throughout the war the basic form of airframe construction was the wire braced wooden framework to which fabric was attached with certain areas skimmed in plywood and metal. This format persisted long after the war. Several German firms such as LFG Roland, Albatros, Pfalz and Halberstadt developed a form of fuselage construction which was light and strong consisting of a light framework to which plywood panels or complete moulded plywood skins were applied. The system of using the skin to provide light hulls was an established formula in boat building and had been applied to aircraft before the war. In its purest form it was known as a monocoque and an outstanding example was the French Deperdussin racers of 1912-13. Most of the German types are more correctly called semi-monocoques as demonstrated by the

started, like other firms they switched to producing military transport and supply vehicles. As demand for aircraft increased, many firms were drawn into the process of manufacturing components and indeed complete aircraft designed by the older established companies. Hawa's first order was for Aviatik C.I.s followed by a contract to build Halberstadt D.II scouts and then Rumpler C.I.s. In September 1916 the German Inspectorate of Aviation (Idflieg) issued specifications for new types of army aircraft and one was the "CL." class, literally a light two-seater to be employed as a fighter and escort aeroplane. Hawa decided to design their own contender for this new concept and fortunately they had acquired a designer, Dipl.Ing Hermann Dörner an experienced aviator and engineer. He was presented with a condition by Idflieg, he had to use the 180hp Argus AsIII engine because it was available in quantity.

CL. Series

fine streamlined shapes produced by the companies mentioned above.

As the nature of the war in the air changed and more specialised aircraft were needed, some German units were provided with smaller, faster and handier two-seat aircraft, one of the earliest was the remarkable LFG Roland C.II of 1916. By the later stages of the war these lighter two-seaters evolved into aircraft which were virtually two-seat fighters and then true

Fortunately Hawa was able to acquire the Argus engines built by Opel which had a good reputation. The new machine became the Hannover CL.II (The numeral 'I' had been used for the Aviatiks and Rumplers) the prototype being tested in the spring of 1917. It passed the official acceptance trials on 21st July and this led to an initial order for 200. It began to appear at the Front in the autumn of 1917, some 443 being built before the end of the war.



An excellent rear shot included for the detail seen on this CL.II (serial 13180/17) which landed at Axel in Holland on 15th April 1918. The Dutch orange disc has been applied and the Dutch serial "Han 416" allocated. The irregular shapes were hand painted on to the plain fabric which covered the plywood skinned surfaces. The rib tapes on many German machines were bright and very distinct but were frequently strips cut from printed fabric and not so clearly defined. This is a later CL.II with the enlarged ailerons

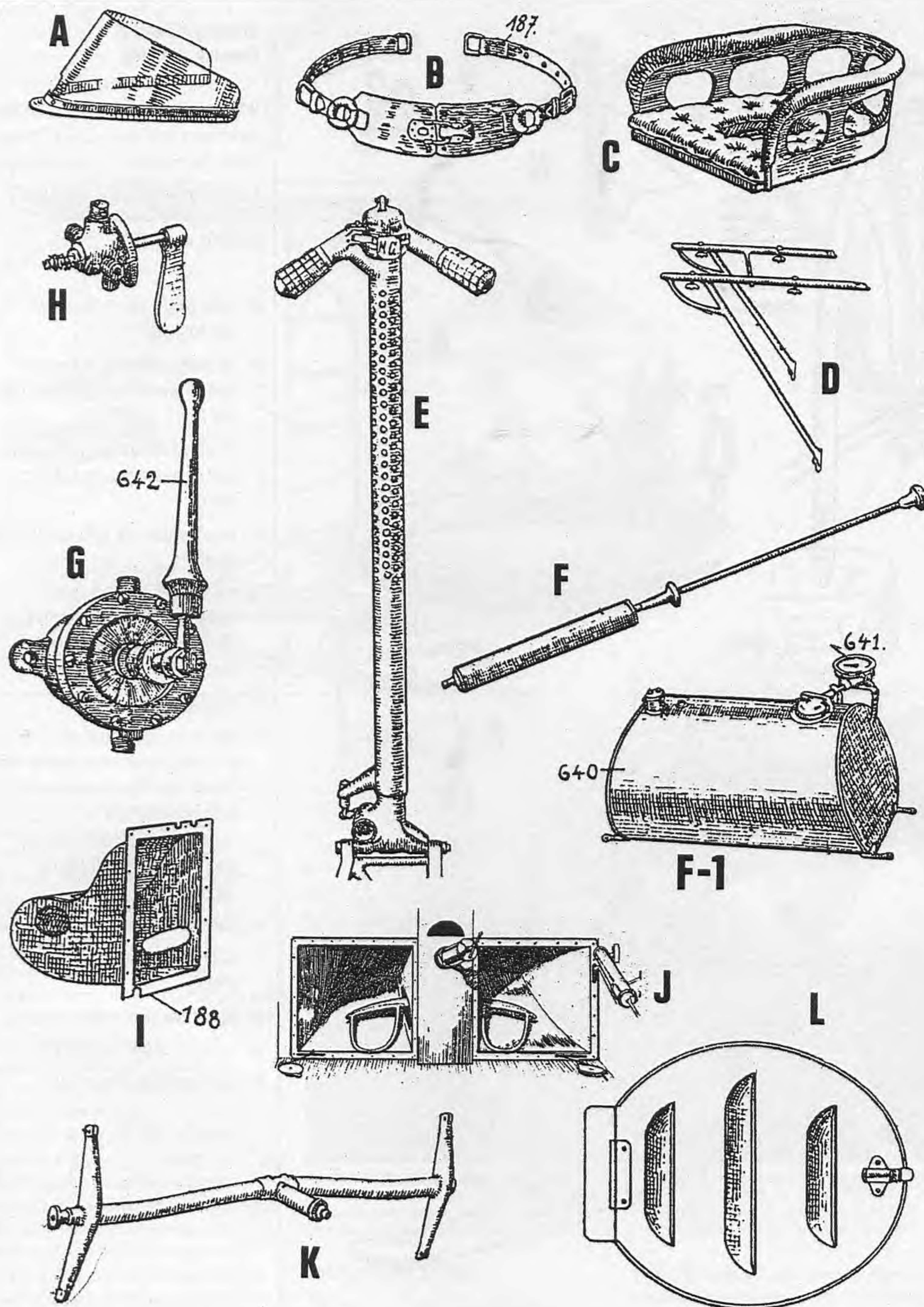
army co-operation aircraft which supported the ground troops during a push. These lighter two-seaters were classified as "CL." types (light, armed two-seaters) and by the time of the last great German offensive in the spring of 1918 they were joined by armoured ground attack aeroplanes provided by Junkers, Albatros and AEG. Two types of the CL class bore the brunt of this hazardous work, they were the Halberstadt CL.II and IV and the Hannover CL.II, III and IIIA.

The Origins

The Hannoversche Waggonfabrik A.G. (Hawa) was an established company specialising in railway stock. When the war

Operations

The Hannover CL.IIs were employed by the Flieger Abteilungen (Flying sections) for usual work of artillery spotting and general reconnaissance as well as equipping (with the Halberstadt CL.IIs) the bulk of the new Schutzstaffeln (Escort squadrons). Both aircraft were comparatively small with single bay interplane struts which led many Allied pilots to mistake them for single seat scouts, an error which was soon rectified. In March 1918 in preparation for the last great German offensive of the war, new infantry tactics were developed in the form of shock troops to be supported by new close air support. The Hannovers and



Drawing 1

Drawings 1 to 3 are in sequence. All the drawings seen here are extracted from the HAWA Stück Verzeichnis (parts catalogue) for the Hannover CL.IIIa. With exceptions noted below, all the items are applicable to the CL.II and CL.III. The numbers on the drawings should be disregarded. The Eduard kit part numbers are stated in brackets e.g. (PE72).

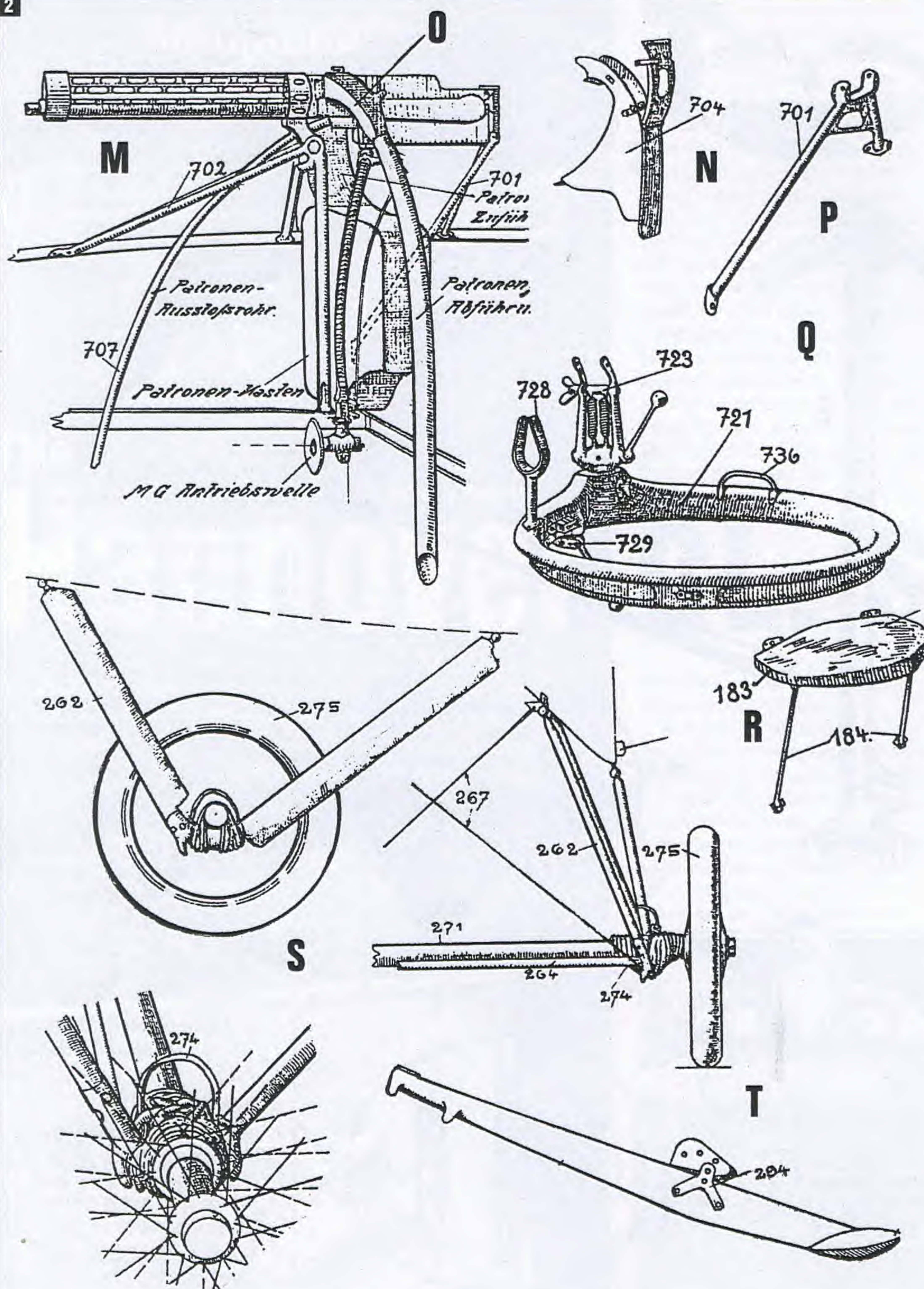
- A: Pilot's windscreen
- B: Seat belts (PE61/62)
- C: Pilot's seat (PE8)
- D: Support for pilot's seat (PE72)
- E: Control column, the throttle forms the left-hand handle and revolved (PE5/PE68)
- F: Elongated hand air pump (to provide pressure in fuel tank). Fitted on the right side it was long enough for both crew members to operate (PE78)
- F-1: Main fuel tank situated under pilot's seat, see title drawing. In the kit only the top part is represented (PE20/PE7)
- G: Rotary hand pump for transferring fuel from main to gravity tank. Items PE37/40 in kit but no guidance as to where they should be fitted (see cockpit layout sketch)
- H: Magneto switch, fuel tank selector etc (PE21/22/59) see cockpit sketch.
- I: Rudder pedal foot housing (CL.IIIa only, see cockpit sketch, PE55)
- J: Rudder Pedals (PE3)
- K: Elevator cross shaft and horns. In the kit only the top part of these are depicted (PE9). Note the two small pulleys relaying the elevator cables (PE53).
- L: One of the inspection panels (PE32)



A CL.II from an early production batch (note raked wing-tip), this is a machine of Schlasta 12, Gruppe D based at Linselles in June/July 1918. These aircraft took part in the German offensive at Mount Kemmel in Flanders between April and July 1918. The serial of No.5 is obscured but the ailerons are of the early raked type. Note the wire guard over the centre section to protect the propeller from an over enthusiastic observer. The black and white marking indicated Schlasta 12, it twisted at the top and changed direction as seen on No.6 in the background



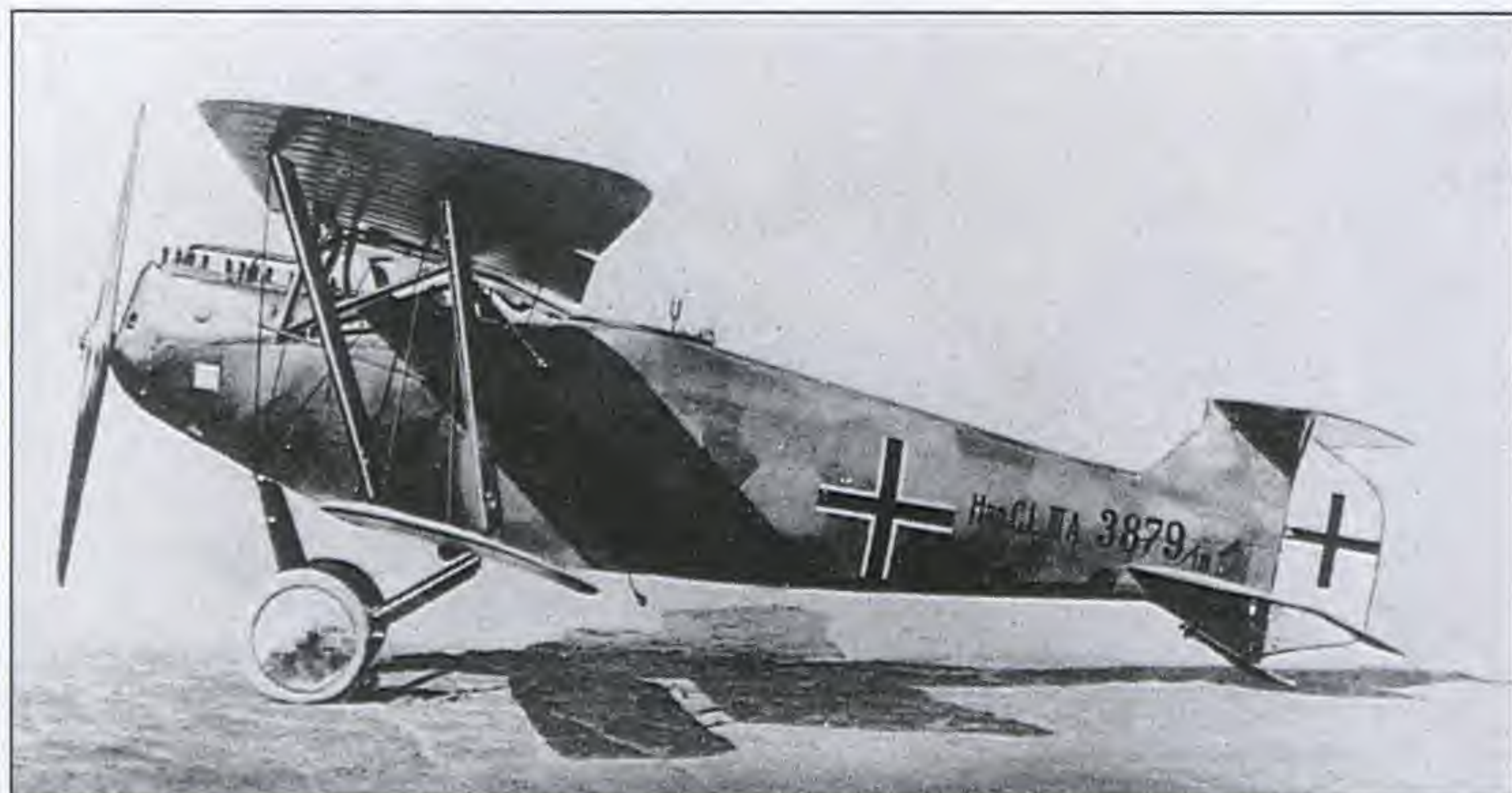
A CL.II as seen by German troops, note that the original cross has been overpainted with a common interim form of the Balkenkreuz (bar cross)



Drawing 2 (left) & Drawing 3 (right)

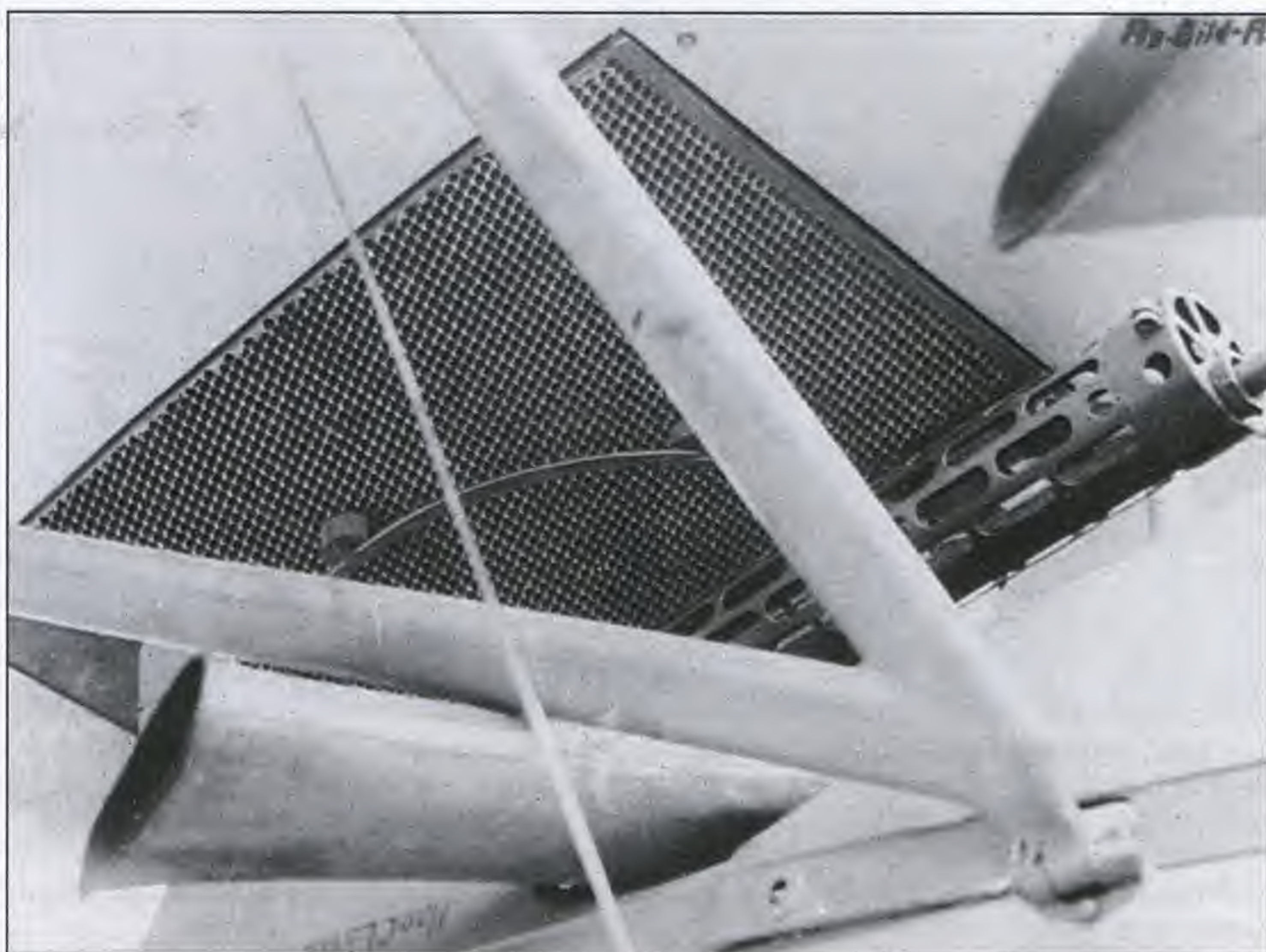
With exceptions noted below, all the items are applicable to the CL.II and CL.III. The numbers on the drawings should be disregarded. The Eduard kit part numbers are stated in brackets e.g. (PE72).

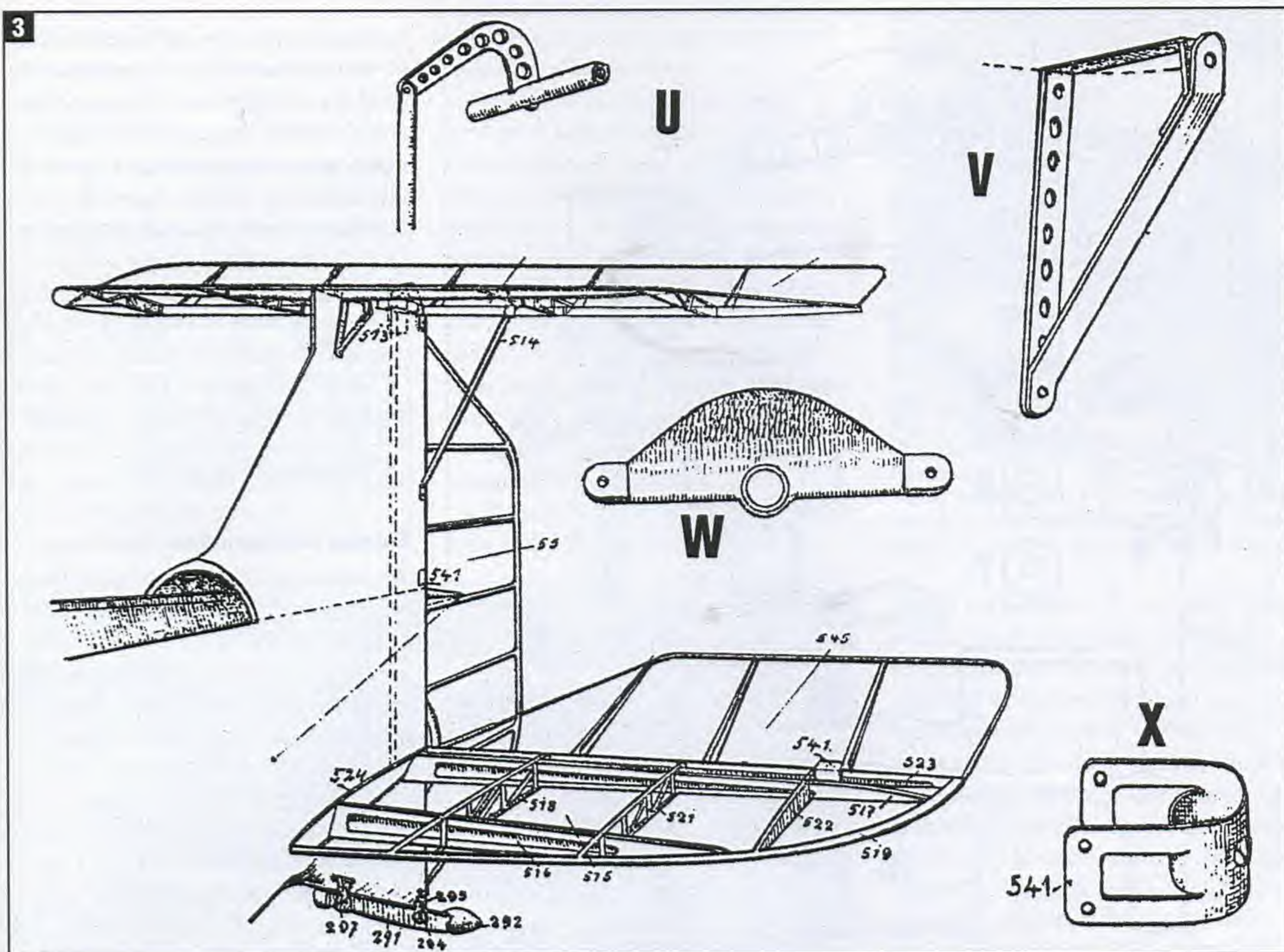
- M: LMG 08/15 pilot's fixed gun (PE10/24/42)
- N: Trunking admitting full ammo belt to breech on right hand side (PE11)
- O: Trunking accepting empty ammo belt or disintegrating links (PE12)
- P: Rear support for LMG 08/15 (not in kit)
- Q: Observer's gun ring, gun support (PE47), gun rest (PE70), handle to assist revolving ring (PE52)
- R: Folding rear seat (PE44)
- S: Undercarriage detail, note Bungee rubber cord binding with safety loop. The spreader bar is in front of the axle which rests in the bend of the undercarriage legs. The kit parts (PP9/16) simplify this.
- T: Tail skid detail
- U: Control lever of upper elevator (PE60)
- V: Upper stabiliser support (PE6)
- W: Rudder control horns (PE75)
- X: Elevator hinge (not in kit)



A HAWA factory photo of a brand new CL.IIIa serial 3879/18. The typical HAWA camouflage scheme of large irregular shapes hand-painted on the plywood sections can be discerned here but usually the overspray was denser except for the tail area

Close-up of the underside of the radiator of a Roland-built CL.II. This series was produced and used for training purposes and many (if not all) were finished in plain clear doped fabric. The LMG 08/15 seen here has no booster/flash eliminator fitted. (Refer to drawing opposite.)





Halberstadts had to rely on their pilot's skill and the nimbleness of the aircraft to survive for no armour was carried on these aircraft. On 27th March 1918 the 38 Schutzstaffeln were renamed Schlachtstaffeln (Battle squadrons) and the task of the Schlachtas was to directly support the troops by attacking enemy supply columns and reserve troop concentrations and deter enemy artillery from concentrating on their advancing comrades. Contact between the airmen and the ground troops was assisted by extensive use of white cloth signals and field telephone and radio communications between the ground commanders and the Schlacht command posts.

The light CL aircraft were of course vulnerable to ground fire but they succeeded in their task to a remarkable degree supported by the heavy brigade of armoured Junkers etc. During these operations the CLs were loaded with cases of grenades and flares as well as extra ammunition belts, on some aircraft the observers wore the standard field steel helmets. This was a new form of warfare and the lessons were not lost on the crews who took part and survived to join the new Luftwaffe in the 1930s.



Hannover CL.II serial C.9288/17 from the 1st batch. This machine appears to be brand new and is without armament. CL.IIs of the earlier production series had plain raked wingtips as seen here and were fitted with the slim struts between the two stabilisers. The finish (see text) was typical of, it seems, most Hannovers, note the two black discs under the serial which indicated where the aircraft was to be lifted. The horizontal painted datum line on the fuselage tank (sometimes white or red) is clearly seen here, it was an essential reference when truing up the airframe and rigging

The Hannover Series

CL.II.

The first production batch of CL.IIs was ordered in July 1917 (9200-9399/17), this was followed by a second batch (13080-13199/17) and a final batch (13263-

13382/17) making a total (with the three prototype/test machines 4500-4502/17) of 443. During production certain alterations were made, the most obvious ones were the replacement of the original ailerons with enlarged items which became standard on

all subsequent Hannovers, and the slim tail strut (between the two stabilisers) which was dispensed with.

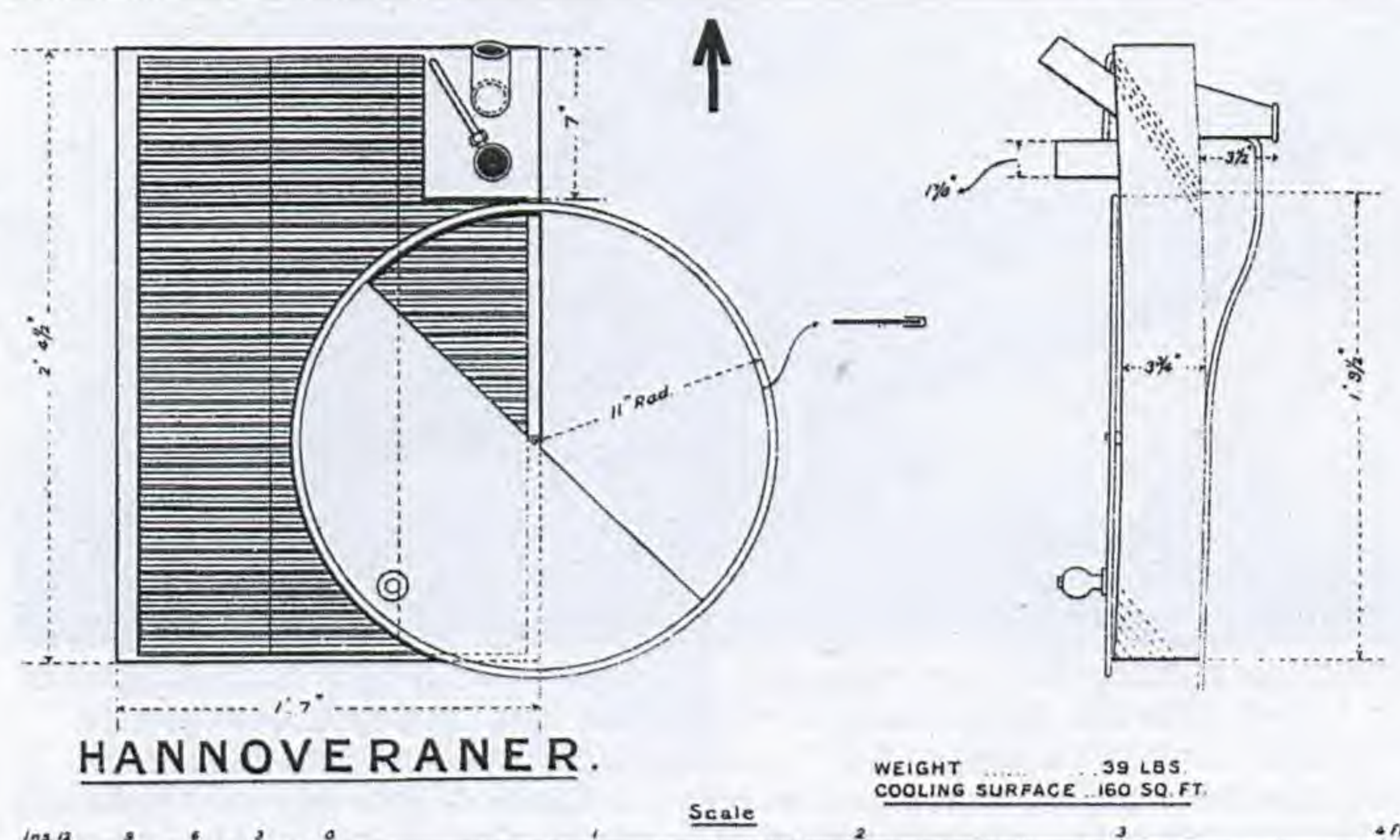
CL.III.

The Argus engine's performance fell off at higher altitudes, so at the beginning of 1918 Hawa produced an improved CL.II powered by the 160hp Mercedes IIIa. Specifically created for high altitude photo-reconnaissance work, the airframe was lightened, the span very slightly reduced and the overall length was also reduced due no doubt to the shorter Mercedes engine. Apart from this the C.III was only recognisable from the CL.II by the top of the Mercedes cylinders and valves and the serial number. Unfortunately, an increased demand for the Mercedes for scouts curtailed production with this engine and of the 200 ordered only 80 were delivered during the war (16000-16079/17), the balance of the order was made up of the CL.IIIa.

CL.IIIa.

The CL.IIIa was identical to the CL.III and was powered by the same Argus engine as the CL.II. The first batch made up the difference on the earlier order for the CL.III numbering 120 (16080-16199/17). This was

Interesting aspects of German design were closely examined by the British and French. This is a reproduction of a drawing illustrating the underside and side view of the Hannover radiator of the NKF (Nordeutscher K hlerfabrik Berlin) type. Note the semi-disc shutter which revolved in the circular channel controlling the air passage and operated manually by the pilot. (PE2/3/64/67), the arrow indicates the direction of flight. (Refer to photo opposite.)



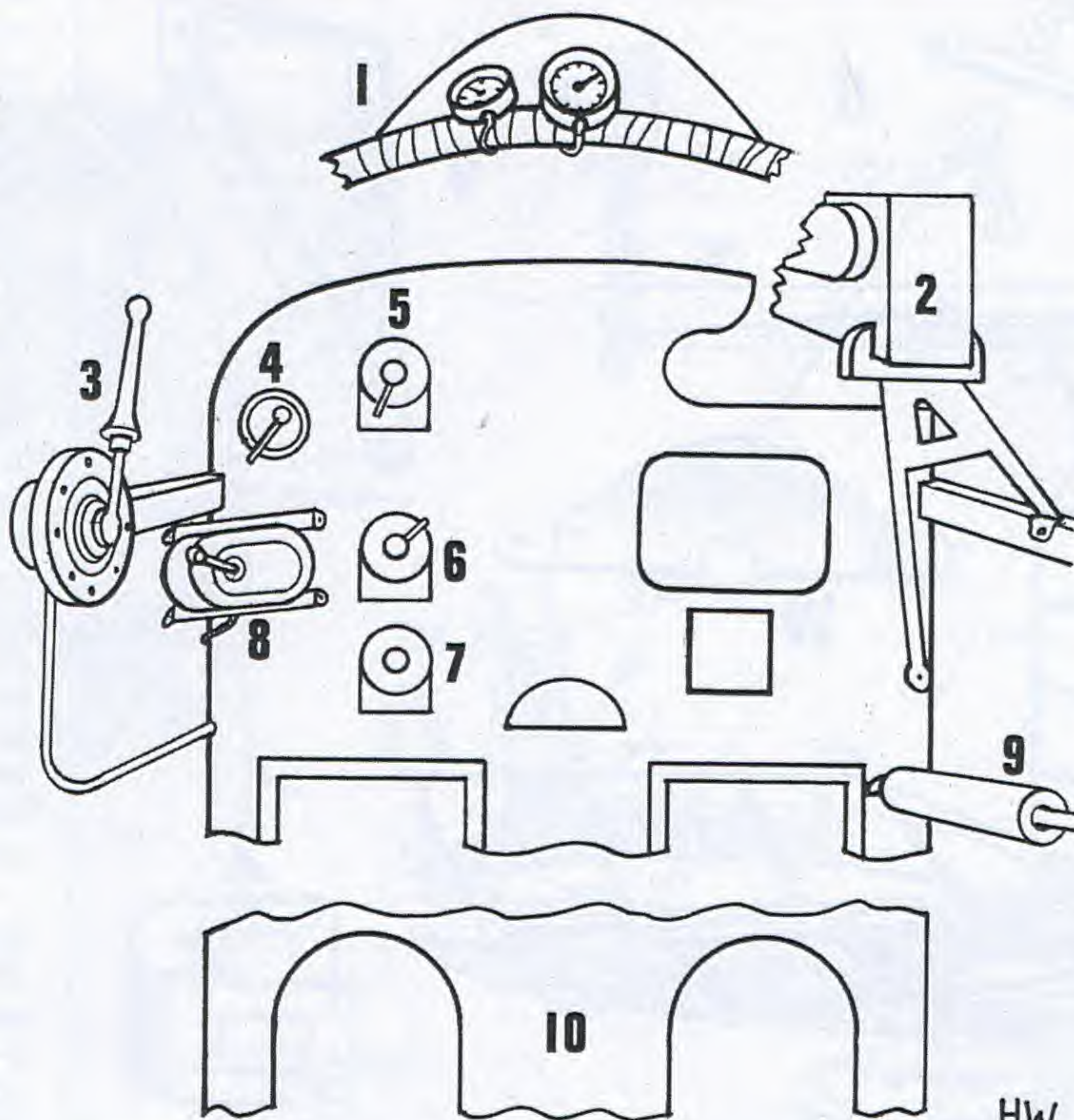
followed by a second batch of 200 (2600-2799/18), a third batch of 100 (3800-3899/18), a further batch of 100 (6950-7049/18) and a final batch of 53 (123626-12678/18) making a grand total of 573 CL.IIIas built by November 1918. Hawa continued production for a while after the armistice, some 711 CL.IIIIs and CL.IIIIs being completed, several ending up in air services other than German.

CL.II(Rol).

(Sometimes described as a CL.IIa but there is no firm confirmation of this from German sources). As part of the Amerikaprogramm (a plan to greatly expand the air service to meet the anticipated effect of the entry of the USA into the war), the LFG company (Luftfahrzeug-Gesellschaft m.b.H) better known by their trade name of "Roland" was contracted to build 200 CL.IIs known as "Han CL.II(Rol)" specifically as trainers. Delivery began in June 1918 and they were allocated serials 500-699/18. Photographs

Layout sketch of pilot's cockpit of Hannover CL.IIIa, but it's typical. Cockpit formats were not rigid in WWI and this drawing is based on that of CL.II serial C.13199/17.

- 1: Fitted rather crudely on the forward cockpit rim was the air pressure gauge (left) and the tachometer (RPM counter).
- 2: Butt of LMG 08/15 showing rear support (not in kit)
- 3: Rotary hand pump (see G on sketch page)
- 4: Magneto switch
- 5: Air pressure selector switch
- 6: Fuel tank selector
- 7: Spark advance knob (push/pull)
- 8: Bosch starting magneto (PE44/59). No indication of placement in kit.
- 9: Elongated hand pump (see F on sketch page)
- 10: It seems that early CL.IIs had plain arch type apertures instead of the more common angular metal-lined feet housings (see I on sketch page). The position of the compass is not known.



fuselage is correct. The cardinal dimensions for the three main variants are as follows. It should be noted that the overall span of the early CL.IIs with the plain raked wingtips was the same as the span of the CL.IIs with the "elephant ear" ailerons. Note the differences in span and length between the CL.II, CL.III and CL.IIIa.

	CL.II	CL.III	CL.IIIa
Span	11.95	11.70	11.70
Length	7.80	7.58	7.58
Height	2.75	2.80	2.80
(All measurements are in metres)			

Colours and Markings

When the original Airfix kit appeared there were no sheets of lozenge decals, the work had to be done by hand. We are now spoilt for choice but younger readers (to this writer anyone under 40 comes into that category) may be confused by the range available, most claiming to be the authentic scheme.

There are only one or two points to remember, two types of printed fabric were used on army aircraft, the four colour and the five colour types. One writer has said that the Hannover CL.IIIas (all of them) had five colour fabric applied to the wings etc.,

suggest that many if not all were finished in plain (unprinted) clear doped fabric and some had wooden wheels reflecting the shortages of raw materials in Germany by that time.

The Kits

So far as this writer is aware, only two injection moulded kits of the Hannover have been produced, the first being a 1/72nd Airfix kit released circa 1971 under the description "Hannover CL.III". The other kit is the much more recent Eduard Hannover C.IIIa in 1/48th scale and most of these notes are concerned with this kit and it is hoped they will be helpful to those modellers who may lack information on this aircraft.

Kit reviewers often refer to incorrect dimensions and one wonders sometimes what references they are using. In addition kit manufacturers never explain what references or drawings they used whilst designing the kit. These days, so far as WWI aircraft are concerned, there is a great deal more information generally available than there was say 35-40 years ago.

To return to the old Airfix kit there is no doubt that this was modelled on the drawing created by the late Peter I. Grey which was first published in *Aeromodeller* in October 1960, still being marketed by the successor publisher Nexus in 1/72nd and 1/48th scale.

The drawings are still good in most areas but the wing tips (upper and lower) as depicted are not accurate. The rake on the upper tips is just a touch too sharp whilst the lower wing tips are too pointed. In *Model Airplane News* in July 1961 another drawing by Björn Karlstrohm in the awkward scale of 1/60th was published. It resembles the Grey drawings but the ailerons are too flat.

What may not have been available to Grey in 1969 was a copy of a very fine drawing by the French draftsman Jean Lagorgette who was commissioned to create detailed drawings of captured German aircraft during the war. Several of his drawings are



On 29th March 1918 Hannover CL.II serial 13199/17 was brought down intact at Lestrem and was closely examined, it was given the captured aircraft designation G.156 and is seen here at an RAF depot. The typical 'wash-out' of the ailerons (a flattening of the aerofoil section), is apparent here, a feature greatly favoured by German designers. It has often misled draftsmen who do not understand it and is overlooked by modellers

the best (indeed only) reliable sources on certain German types. His work was published in contemporary French journals such as *l'Aerophile* (and sometimes reproduced in British publications), the quality of the draftsmanship is superb and his Hannover CL.II drawing is one of the best. The wing tips on this drawing

correspond exactly with drawings of the outer wing panels as published in the Hannover parts catalogue, some sketches from which are reproduced in this feature.

It is possible that Eduard used this drawing for the kit tips are correct, however, for those fascinated by minor detail, the Eduard wingspan is 5mm too short but the

one wonders how he can be so certain. In fact he cannot be, no one can. We now have people who can convert the description pink (as quoted in an official report) into a precise shade by some magical process. Even more astonishing are those who can look at a black and white photograph or even a reproduction in a book and state categorically that the fabric is four or five colour. Such sophistry is of course completely overshadowed by those who possess the miraculous power of assigning precise colours, and even quoting the code number from the Methuen colour book just by looking at a photograph!

Much more is now known about German printed fabrics than used to be but there are still only a few surviving examples supported by careful research by a number of individuals, but it is well to keep in mind that only a small part of the picture has been uncovered. So the advice to those uncertain is not to worry too much and do not be taken in by some overblown thesis. This writer has many more photographs than most in addition to other material, and even then, only an impression of colour schemes of Hannovers can be described.



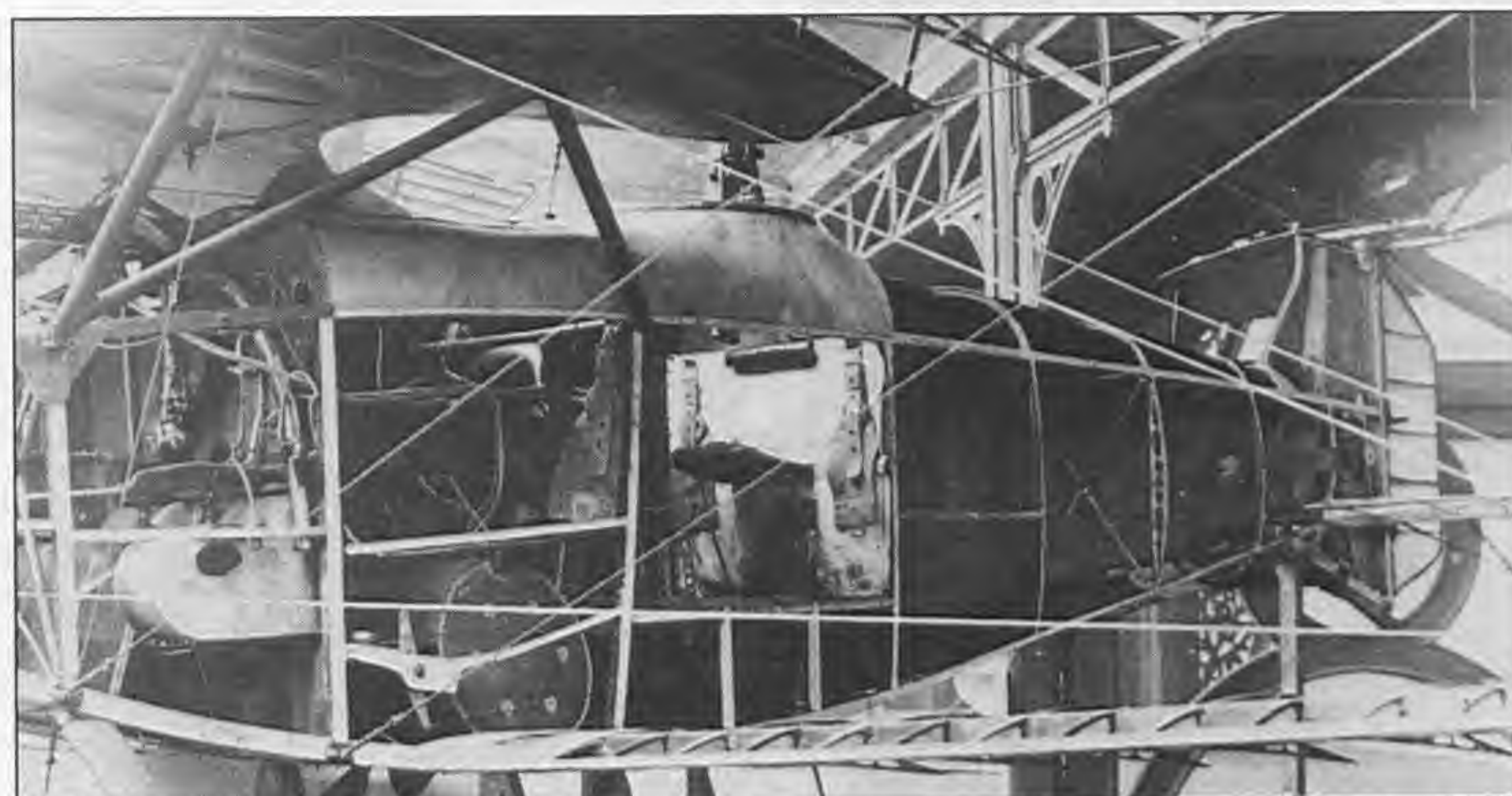
Beautifully posed to display the printed lozenge fabric of the upper wing surfaces is this CL.IIIa which fell a victim to Spads of the 95th US Aero Squadron on October 2nd 1918. The serial is not known but a white arrowhead decorated the fuselage. Note the handpainted centre section and the diverging light coloured stripes which replaced the wire guard and acted as guides for the observer when firing over the wing. The vibration preventing rods which were held at the junction of the fore and aft flying and landing wires have been displaced by the crash. (D. Ostrowski)

All the Hannovers (except the Roland trainers) were built by Hawa which helps because a colour scheme appears to have been more or less standardised from the CL.IIs to the CL.IIIas. Printed lozenge fabric was used to cover the wing surfaces (except the centre section) and the fabric covered tail surfaces, which include the lower elevators, (not the lower stabiliser which was ply-covered, the kit is misleading here) and the upper stabiliser and elevators. The rudder seems to have been either left in plain fabric, or more often, painted white but sometimes subjected to the process now described. Plywood areas were covered with plain unprinted fabric on to which large irregular shapes were applied covering the

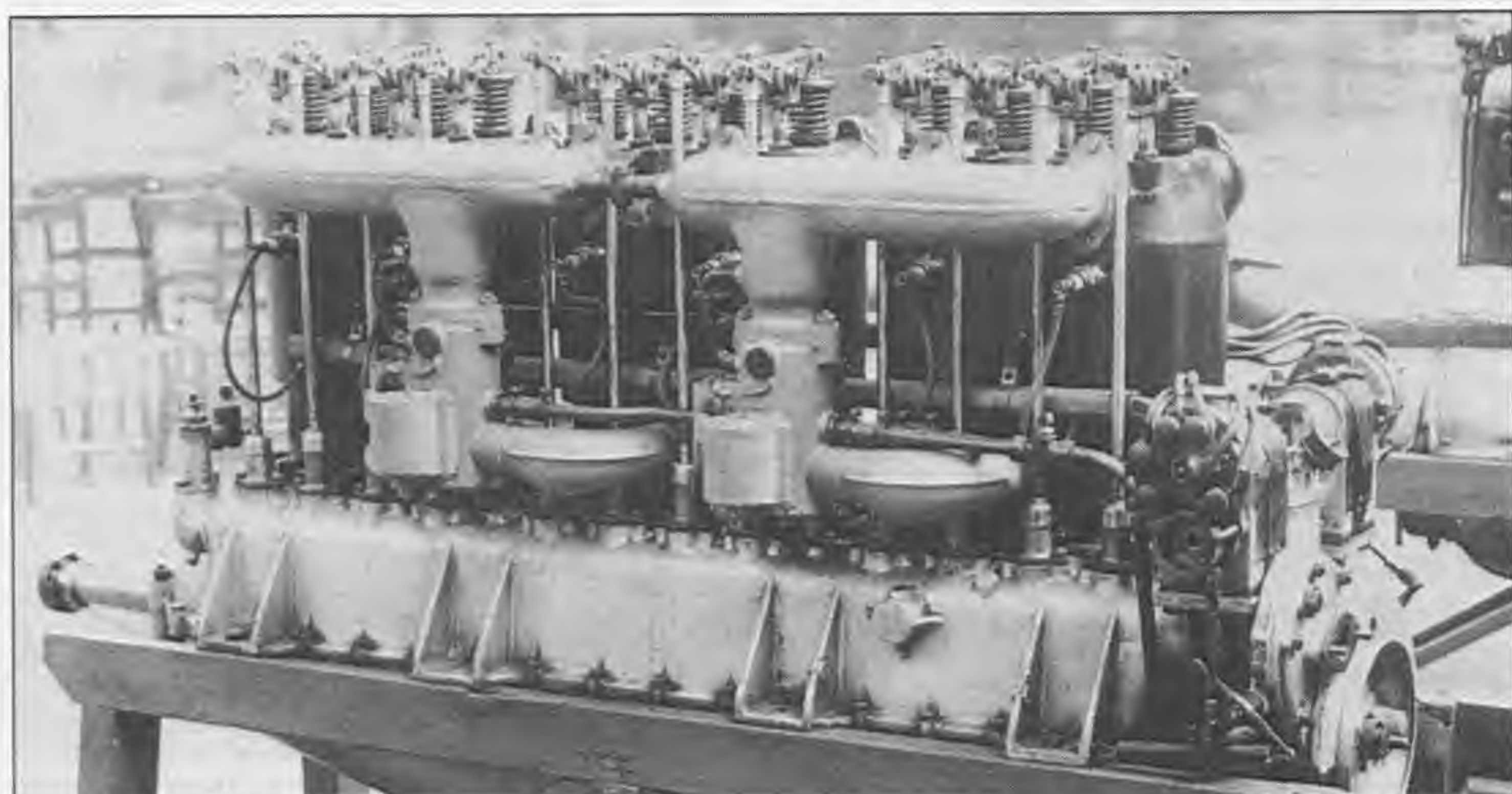
irregular hand-painted shapes, it is best to look at pictorial references.

Tape was used to protect the fabric attachment to the rib spines. It was also used along the leading and trailing edges and tips. The tapes varied, some were blue (which appear almost white in photographs) others were said to be pink. In many cases the tape was merely cut from rolls of printed fabric and are not obvious except in close up. One can use the decal 'tape' or employ the old mapping pen loaded with water based paint (e.g. poster colour which can easily be removed in case of error) and later oversprayed in clear varnish.

The decal sheets in the Eduard kit are quite acceptable, what should be kept in

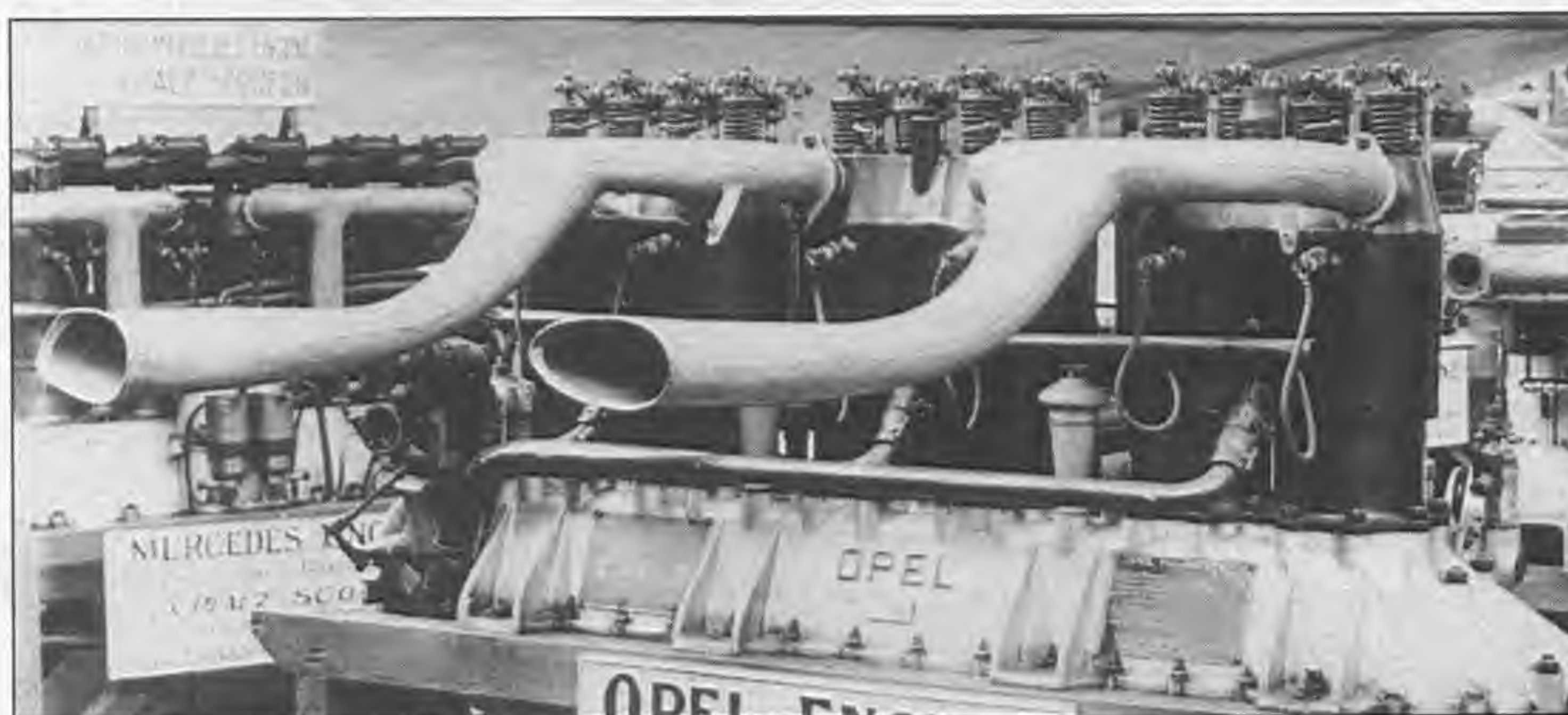


Hannover CL.II serial 13199/17 stripped for inspection including the fabric covering the wooden area around the cockpits. The main fuel tank under the pilot's seat can be seen although the rotary hand pump has been removed along with other items. Note the rudder pedal foot housings and horns for the elevator cables. The seat belts hang loose and the observer's folding seat is down.



The port (induction) side of the Argus As III(O) engine. The Eduard kit items PE30 and 31 are far too feeble to represent the fat inlet manifold units

fuselage, centre section, fin and sometimes the rudder fabric. The colours of these more or less reproduced those in the printed fabric such as dark grey, green, mauve etc. It is not necessary to paint all these shapes, a base of medium grey can be applied and only a few dark shapes can be applied because the habit was then to overspray the whole area in either dark green or possibly medium blue. This overspray was sometimes so dense that it appears as a solid colour in some photographs. The strange thing is that the overspray diminished towards the tail and these surfaces were free of it revealing the



The starboard (exhaust) side of the Argus revealing the characteristic twin manifolds. The As III was manufactured by five firms other than Argus and the model built by Opel was considered to be superior to the original Argus built engine.

mind is the fact that the lozenge fabric was an inexpensive printed cotton, it was not required to survive for years. After being applied to the airframe the fabric was treated with various protective and shrinking finishes (dope) which darkened it. It is disconcerting to see models, especially in smaller scale with glaringly bright lozenge finishes. The fabric and the tapes should be subdued, a rule which should be applied generally to all colours used. In addition, after a while the printed fabric faded even under the protective finishes, this writer applied a very thin coat of pale brownish grey to subdue the overall finish. Metal panels and struts were often painted dark or

greyish green (on two captured machines), the latter being a common finish in the German army elsewhere.

In March 1918 a new form of national marking was introduced, this was the Balkenkreuz (which means "bar cross" sometimes called the straight cross or incorrectly the Greek, Balkan or Latin cross). The new cross did not of course appear overnight, there was an interim period when aircraft still carried the old Eisernes Kreuz (Iron Cross which was the term used by the German airmen themselves). This was gradually altered, usually at unit or rear depot level into a Balkenkreuz by overpainting which resulted in many variations. It was only the aircraft received new or renovated from repair depots in April/May that carried the final Balkenkreuz. The Hannover series straddled this period, all the CL.IIs originally sported the Iron Cross and then many variations on the balkenkreuz. This may have applied to early CL.IIIas but most of them and the CL.IIIas would have had the final cross applied.

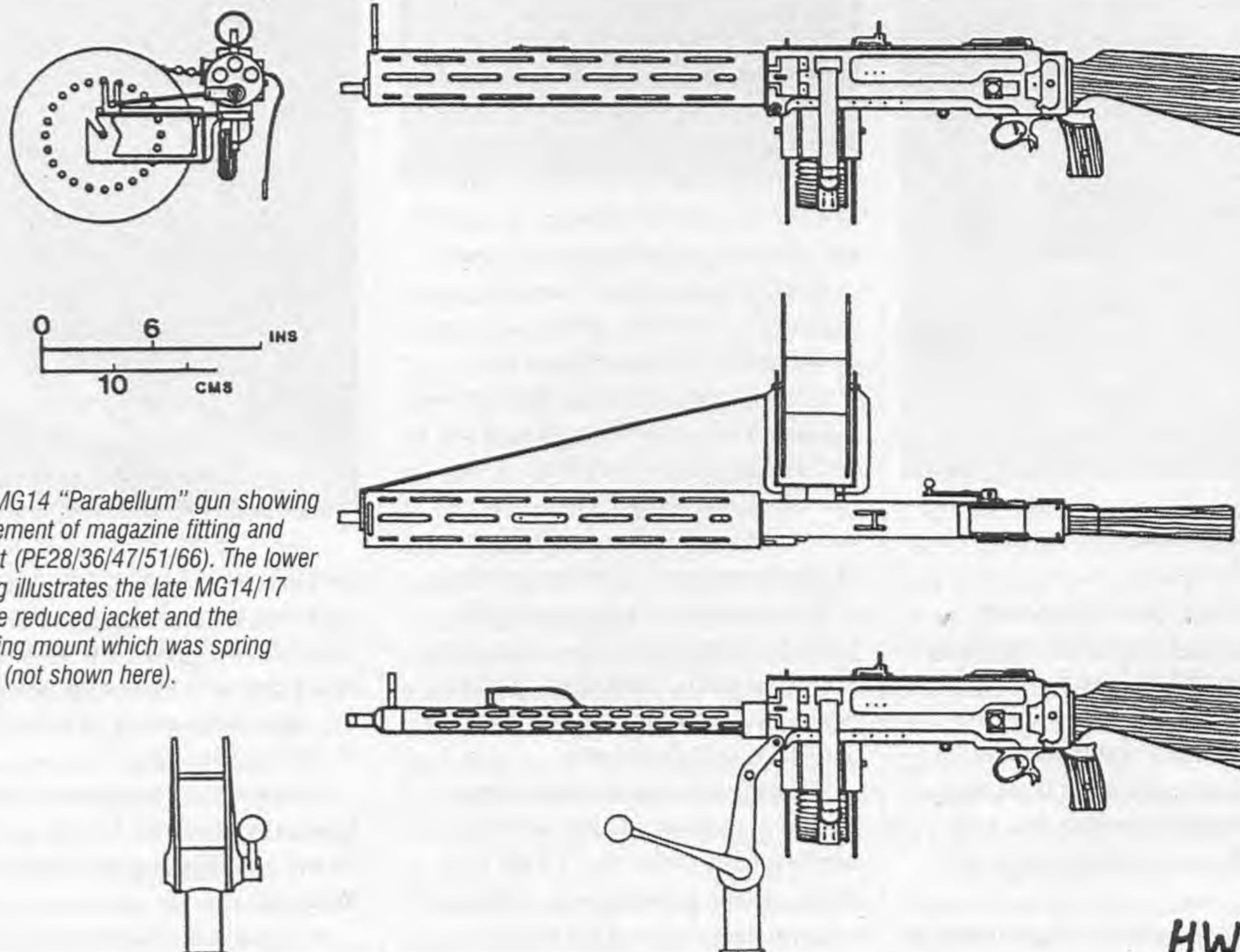
Conversions?

It may be that someone is thinking of converting the kit CL.IIIa to a CL.II or even a CL.III, the difference in the span and the fuselage length make this difficult. The centre sections of the CL.III and IIIa was 2.40m in span whilst the CL.II was 2.66m. In 1/48th scale this means 5mm, which may not bother some. The fuselage of the CL.III/IIIa was also 0.58m shorter than that of the CL.III, in 1/48th scale this is 4.5mm. The shortening is in the nose area and in addition, the Argus should be replaced by a Mercedes D.IIIa of 160hp. The exhausts remain the same but a replacement engine could be inserted (e.g. Aeroclub item E 417). Finally, the anti-vibration rods held at the junction of the flying and landing wires were one of the improvements introduced in the CL.III/IIIa and they are not included in the Eduard kit.

Harry Woodman

The writer acknowledges the work of Peter M. Grosz and the assistance of Colin A. Owers and Marian Krzyzan. References include the official Ministry of Munitions report on Hannover CL.II C.13199/17, the description of a captured CL.II by the French published in L'Aerophile, issue of 1-15th October 1918, The Stück-verzeichnis des Doppeldeckers Han CL.III and CL.IIIa, The Baubeschreibung, Hannover CL.II Typenprüfung 7 Mai 1917 and the Baubeschreibung, Hannover CL.III Typenprüfung 23 Februar 1918.

6



GA of MG14 "Parabellum" gun showing arrangement of magazine fitting and support (PE28/36/47/51/66). The lower drawing illustrates the late MG14/17 with the reduced jacket and the swivelling mount which was spring loaded (not shown here).

Dewoitine in Detail

Dewoitine D.520

Price: 150F (+ 20F P&P)

ISBN 2-912749-00-X

Publisher: DTU sarl

Source: DTU sarl, 144 rue Martre, 92110 Clichy La Garene, France.

This new title on the D.520 offers you just about everything you will ever want to know about this classic French fighter. The title is in an A4 format with a laminated colour card cover and there are 98 pages, of which 12 are in colour.

The main narrative is in both French and English and it takes a detailed

look at the use of the type through chapters such as The Battle of France, The "F.A.E.L." and the Vichy Air Force, The Syrian Campaign, Operation Torch, Naval Aviation and finally a section which looks at the Aces which flew the type. This brings you to the colour section of the book which includes

some excellent colour side views of numerous D.520's along with some period colour photos and some detailed shots in and around a preserved example.

The rest of the title is a 'technical file' on the type and basically this consists of a mass



of period and modern black and white photographs in and around the type. These are backed up with sketches and drawings of things like the engine. The final section of the title looks at the Axis use of the type, the D.520 after the liberation and post war use and that is all followed by a little section about camouflage and markings and finally a set of 1/48th scale plans.

As I said at the start, if you want to know all about the D.520 this is THE only title you will need.

Our thanks to DTU sarl for the review sample.

Latest title from Wydawnictwo Militaria

Messerschmitt Bf 109F

by Janusz Ledwoch

Price: £TBA

ISBN 83-7219-002-X

Publisher: Wydawnictwo "Militaria", 00 961 Warszawa 42, skr. poczt. 106, Poland.

This latest addition to this Polish publishing house's range is in an A4 format with 54 pages and a laminated card cover. The main of the text is in black and white but there are 12 pages of colour interspersed with this. The text is in Polish, but the photographs do have captions in both Polish and English. The text goes through the design and use of the F series Bf 109 and there are 1/72nd scale views of the V23 and V24, F-0 and F-1, F-2, F-2/Trop, F-2/B and the F-2/U, F-6/U. You also get similar side views and details for the F-4, F-4/R1, F-4/R2/R5, F-4/B, F-4/R4. The first four pages of colour you will come across offer side views of six F-2s and ten F-4s. These are followed later by an additional eight F-4s and a three and two view set for an F-4/trop and an F-2/trop respectively.

The back section of the title looks at the technical side of the series with details on things like bomb racks, camera installations, sand filters, cockpit interior and wing construction. The final set of four colour pages consist of nine side views of F-4s, two of F-2s and a lovely colour cutaway of an F-4. As with the A-J



press titles, the back page of this title includes a colour rendition of the cockpit interior in the F-4 and they include the bomb and camera control panels which are fitted below the main instrument panel.

Overall this is another excellent title and one which I am sure many Luftwaffe modellers will like to have. The Polish text may restrict its appeal, which is a shame, as the title is worth it for the scale plans, colour side views and mass of detail information, all of which you don't need a word of Polish to understand!

Our thanks to Pol Models for the review sample

New Ali D'Italia title

Aer.Macchi C.200

by Gianni Cattaneo

Price: L.25.000 (£TBA)

ISBN N/K

Publisher: La Bancarella Aeronautica, Corso Duca degli Abruzzi 12 - 10128 Torino, Italy. Tel: 011-531341 Fax: 011-5629359

Many of you will be familiar with the Ali D'Italia series. This most recent edition comes with both English and Italian text and is in the usual A4 format with a fold-out laminated card cover and 56 pages of contents.

The book takes a detailed look at the development and operational use of the C.200 and this is illustrated with a mass of period black and white photographs. When you reach the middle of the title you will find that there are a number of side views (1/72nd scale) of the various versions of the C.200 and that this is followed by a complete set of 1/48th scale plans for the C.200 VII Serie. The text then continues to look at the operational use of the type before moving on to cover areas such as the variants and special installations tried on the C.200. The next section of the book is a technical look at the construction and equipping of the aircraft. Here you get a lovely selection of detailed photographs and diagrams and these, coupled with the colour cockpit drawing on the fold-out back cover,



will be of great assistance to anyone modelling the type.

As with all Ali D'Italia title, the last section of the book looks at the various kits and decals which have been produced for the type.

As a fan of Italian aircraft the whole of this series has been a real joy. If you also have an interest in the subject then I am sure you will want to add this one to the library.

Our thanks to La Bancarella Aeronautica for the review sample.

New title from Avia-Press

Yak-3

by Zbigniew Luranc

Price: £TBA

ISBN 83-902964-2-X

Publisher: Wydawnictwo Avia-Press, ul. Startowa 13 A/6, 80-461 Gdansk, Poland. Tel: (0-58) 556 5176

The most recent title from this Polish source deals with the Yak-3 fighter and is in an A4 format with 46 pages of contents and a full colour, laminated card cover.

The first thing that will strike you on opening the title is the colour side views on the inside front cover. These are excellent, but when you note they are also to 1/48th scale - nice! The whole of the text with this title is in Polish, but the numerous photographs which illustrate each section will still make it of great use. The centre pages are in colour and these include a number of photographs of a preserved examples and the centre pages themselves offers an excellent set of four colour views of a machine flown by Gen.Major. G.N. Zacharowa.

The rear section of the title offers a mass of scale plans and internal and detail sketches of the type: 1/48th scale plans, a 1/35th scale cutaway, 1/20th scale undercarriage diagram and cockpit cutaway, 1/72nd scale plans and finally a



complete set of drawing for all the labels applied in the cockpit area make a most comprehensive guide. The inside back and back pages once again offer no less than ten colour side view of various Yak-3s, all to 1/48th scale.

With more and more interest in Russian aviation, this book is a real gem for any modeller's (or historian's) collection.

Our thanks to Avia-Press for the review sample.

Latest selection from AJ-Press

Operation Bodenplatte

by Norman Franks & Marek J. Murawski

Price: £TBA

ISBN 83-86209-70-8

Publisher: AJ-Press, PO Box 28, 81-209 Gdynia 9, Poland



This is the latest title in AJ-Press' Aircraft Campaign series (No.12) and it deals with the well known Luftwaffe plan to attack Allied airfields in Europe on Christmas day 1945. The idea, as you will all be aware, was to deliver a crushing blow to the Allied air power whilst it was on the ground. In the end however the Luftwaffe was so weak by this stage that all they succeeded in doing was losing a lot of pilots and using just about all the gasoline they had left!

This new title is all in Polish, but is an A4 format with a laminated colour card cover and 75 pages of text. Only the cover and eight pages within the main text are in colour, the remainder being in black and white. Although you cannot read the text the period photographs used throughout are of great interest. A number of them are well known, but there are some I have never seen before. The nice touch about this title is the great mix of Luftwaffe and RAF/USAF subject matter. The text takes a look at the build up to the event, the actual operation and then the aftermath. This last section is the bulk of the book and there are numerous photographs of burning Allied planes as well as crashed Luftwaffe machines. Being very late in the war some of these Luftwaffe machines carry interesting camouflage schemes.

The eight pages of colour mentioned includes side views of two Bf 109's, nine Fw 190A's and five Fw 190D-9's, plus five Typhoons, five Tempest Vs, 11 Spitfire IXs, two Mustang Mk Is and a single P-47D. On top of this the inside front cover has colour side views of five Bf 109s and the inside back offers five Me 262s. The outside back cover offers a four view of an Fw 190A-8 operated by I./JG 6.

Overall a superb title, with a mass of visual reference material for the modeller and historian. Hopefully AJ-Press will translate this title into English

Supermarine Spitfire Pt.1

by Alfred Price

Price: £TBA

ISBN 83-86209-75-9

Publisher: AJ-Press

This title is within the popular Aircraft Monograph series and is in A4 format with a laminated colour card cover and 68 pages of contents. Of these only the cover and six pages are in colour. Once again all the text is in Polish, but the title does include a mass of pictures of the type, many of which are well known. Photos like the one inside the cockpit of K5054 are quite interesting, as was the full page one of a production Mk I right alongside it. This first part in a series of three books from AJ-Press gives a basic overview of the entire Spitfire family and each mark is dealt with in turn.

The six pages of colour artwork include excellent side views of three Mk Vbs, a PR.IV and a Mk VI. The centre pages of the group offer five views of Mk IIA P8194 of No.91 Sqn., and Mk Vb, BL670 of No. 303 Sqn. The remaining single side views are of an RAF MK Vc and two Vbs and two RAAF Mk Vcs.



The last section of the title offers scale plans of the type. These are all to 1/72nd scale and include a four view set for the Type 300 prototype, plus side views of the Type 224, Mk I, 'Speed Spitfire', PR.Ic. PR.If, PR.Id/IV, PR.Ig/VII, Mk IIA, Mk IIB, Mk II, Mk Va, Vb, Vc Trop, Vb Trop, a Mk V modified to twin seats (ES127), the 'DB Spitfire', Mk VI, a 'hooked' Mk Vb, Seafire Ib, Ic, L II, LR II, III and the floatplane Mk Vb. The final sets of plans in this book are to 1/48th scale and are of the Spitfire Mk Ia and Mk Vc, offered as a complete six-view set over three pages each. As with all titles in this series, the back page is a full colour drawing of the cockpit interior, in this case the Mk V.

If you like the Spitfire, you will love this new title, and to think there are two more to come!

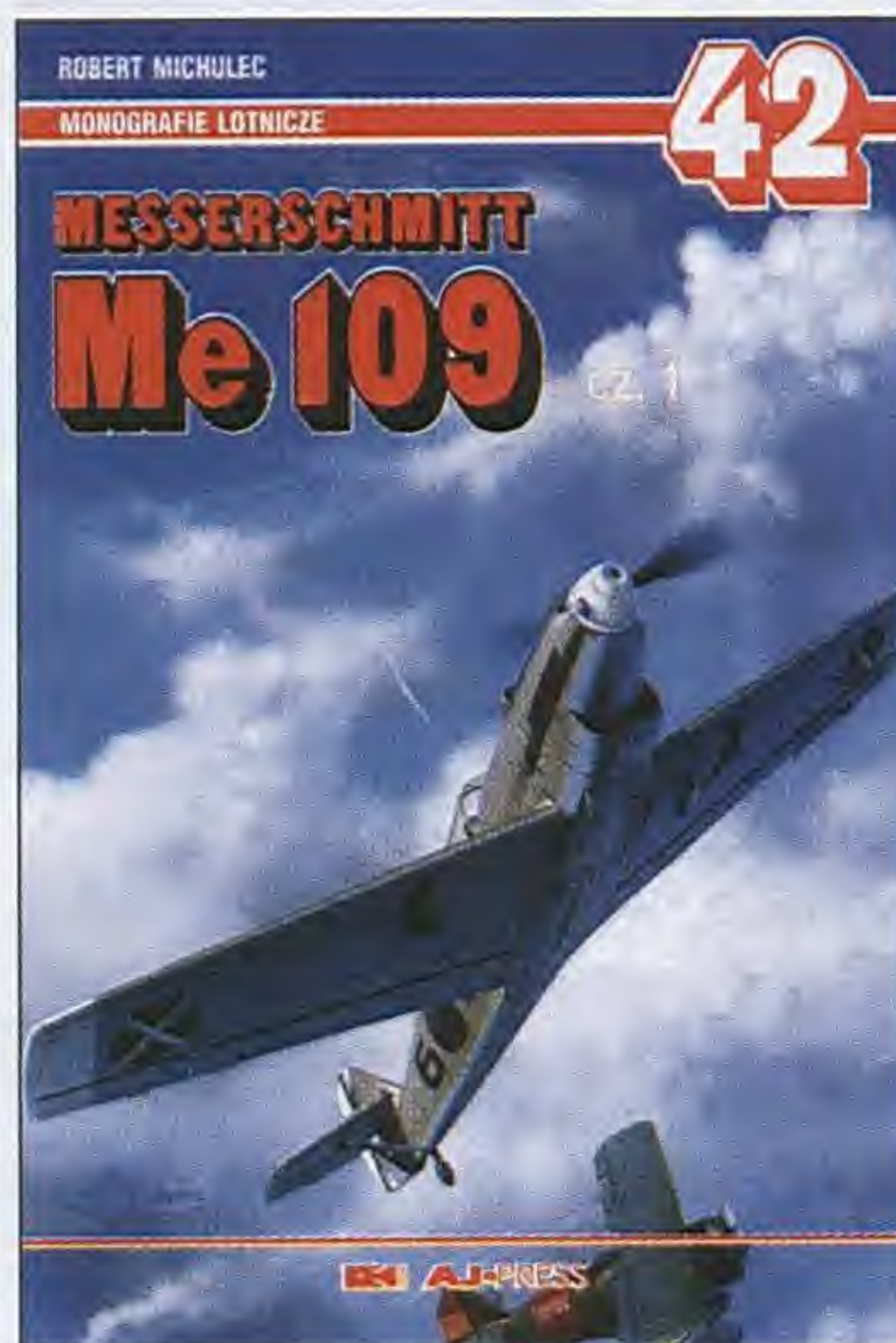
Messerschmitt Me 109 Pt.1

by Robert Michulec

Price: £TBA

ISBN 83-86209-65-1

Publisher: AJ-Press



This is another 'Aircraft Monograph' title and it is in the usual A4 format with 84 pages in a laminated card cover. This is the first part in a series of titles dealing with the Bf 109 and as such this first part

deals with the B to E series. The narrative text is once again in Polish, although the huge number of photographs used throughout the book still make it very interesting. A number of these photos are well known, but there are a similar number which have not been seen before. All of the major types, plus a great number of prototypes are covered in this title and it is good to see a number of photos of operational T series airframes.

The eight pages of colour come next and these offer four or five side views each. This is then followed by the scale plans and drawings. The first page is a gate-fold and this has a cutaway of the Bf 109B and E-1 to 1/36th scale. Next comes a mass of 1/72nd scale plans and these include the Bf 109A, V3, V4, V6 and V7/V8 (side views), the B as a full set of six view plans, the C-1, C-3 and D-1 as side views and the D-1 and V13 as six views. There are still more, and these consist of the V13, E-0, E-1/B, E-2, E-3 and E-4 as side views, the E-1 and E-4/Trop as six views, the E-4/B, E-5/6, E-1, E-7/Z, E-7/Trop and E-7/B as just side views, the E-7 as a full six view set, then the E-8 with skis, E-3, E-8, E-9, E-4 with Doppelreiter tanks, the V17, V17a, V15, E-0, T-2 and S project as side views. The final set of plans is a six view set of the Bf 109T-1.

To round this title off the inside back cover offers a full colour drawing of the Bf 109Bs cockpit, while the back cover does the same, but for the Bf 109E-4/B.

Yak-1/Yak-3

by Robert Block

Price: £TBA

ISBN 83-86209-90-2

Publisher: AJ-Press

The Russian types are certainly getting some good coverage at last and this latest offering in the Aircraft Monograph series from AJ-Press comes in an A4 format with a laminated card cover and 76 pages of contents. The text is once again Polish, but the photographs are quite comprehensive and basically the title looks at each version of the Yak-1 and 3 in turn, with photographs to illustrate. There are four pages of colour towards the middle of the title and this offers full colour side views of no less than four Yak-1s and six Yak-3s as well as a complete four-view set for one each of the Yak-1 and 3. The operational use of the types are dealt with next and this is then followed by a technical look at the design.

Within this section you get a mass of scale plans and these include a 1/48th scale six view set of the I-26-I (forerunner of the Yak-1), the Yak-1 (1941 production), Yak-1 with skis (1941-42), Yak-1b, Yak-1 'Moskit', Yak-3WK, Yak-3 with metal rear fuselage, the experimental Yak-3 (WK-108) and the Yak-3U. On top of that there are 1/48th scale side views of the I-26-I with skis, I-26-II I-26-III, Yak-1 (in all its production versions - 17!), Yak-1b, Yak-1 'Moskit', Yak-1M, Yak-3, Yak-3P, 3T, 3K, 3PD and 3/RD-1. To assist you with the construction of any kit of the type, there are also a number of detailed drawings of the type's construction as well as cutaway drawings of the cockpits for the Yak-1 and 3.



Finally the inside back cover offers another five colour side views, including four Yak-3s and a captured Yak-1 in Luftwaffe markings. The back page, as usual, contains a colour drawing of the Yak-1's cockpit interior.

Overall AJ-Press just seem to be getting better and better. The quality of these last few titles has been excellent and I only hope that they will not be long in converting them to English text. That said you may still like to invest in these versions, as they do not always convert them and some times the English versions can take a good few years to arrive!

Our thanks to AJ-Press for the review samples.

Latest from Osprey

Many of you I am sure will be all too familiar with the excellent 'Aircraft of the Aces' series from this source. The series has been the source of much information for modellers and especially decal manufacturers and Osprey have sent us most of the more recent editions for review.

Focke-Wulf Fw 190 Aces of the Western Front

by John Weal

Aircraft of the Aces No: 9

Price £TBA

ISBN 1 855325950

Publisher: Osprey, Reed Consumer Books Ltd, Michelin House, 81 Fulham Road, London. SW3 6RB

The 'standard' format for all of the books in this series is A5 with 96 pages and a laminated card cover.

The main of the text is in mono, but there are fourteen pages of colour towards the back of the title, which offers colour artwork depicting a number of machines.

Basically this title looks at the aces of the Western front who operated the Fw 190. This is broken down into chapters and these include a look at the development and operational use of the Fw 190, operations over the North Sea, nocturnal sorties, the mid-war defence of the Reich with the likes of the black and white checked cowl machines of JG.1, Normandy, Defence of the Reich late in the war and the introduction of the Fw 190D-9 and finally the use of the Ta 152.

The colour plates offered in this title include two Fw 190A-2s, five A-3s, seven A-4s, six A-5s, five A-6s, five A-7s, seven A-8s, two F-8s and a single version of the D-13 and Ta 152H-1. On top of this there are six nice paintings of Luftwaffe 'Experten' and these include Heinz Bär, Josef Priller and Walter Oesau. A nice final touch for the modeller is the inclusion of a four view in 1/72nd scale of an A-8/R8 'Sturm' and 1/72nd scale side views of the A-1, A-6/RII, A-7/R6, D-9 and Ta 152H-1.

Bf 109D/E Aces 1939-41

by John Weal

Aircraft of the Aces No: 11

£TBA

ISBN 1 855324873

Publisher: Osprey

This title is in an identical format to the previous edition and it too follows a series of chapters which look at the operational use of the type in the period covered, and

what aces rose to prominence during that time.

Basically in this period you are looking at the evolution of the Blitzkrieg strategy, North Sea operations, operations in Scandinavia, the true Blitzkrieg in operations in the Low Countries and finally, the Battle of Britain. Many of the names who rose to the status of 'ace' will be familiar to you and this title is well illustrated with a good selection of black and white photographs.

No fewer than thirty five colour side views are offered towards the rear of the title and these include both D and E series airframes. The personalities painted include Werner Mölders, Adolf Galland and Helmut Wick. Scale plans include (1/72nd) four view of the Bf 109E-3 and side views of the D, E-1, E-4 and E-7.

Spitfire Mark I/II Aces 1939-41

by Dr. Alfred Price

Aircraft of the Aces No: 12

£TBA

ISBN 1 855324873

Publisher: Osprey

Once again you get 96 pages, A5 with a colour insert of 12 pages. This title initially looks at the operational use of the type over Dunkirk and then goes on to look at the evolution of the design prior to the Battle of Britain and then the battle itself. By this stage in the title you reach the colour profiles and here you get 31 Mk Is and nice Mk II profiles as well as portraits of P/O David Crook, Flt. Sgt. George Unwin, Sub-Lt. 'Admiral' Blake, Sqn. Ldr. Johnny Kent, P/O. Desmond Williams and Sqn. Ldr. Don Finlay.

The narrative text now moves back to the operational use of the Mk II and the change from defensive to offensive tactics. The final section of the book is a list of the top Spitfire Mk I and II aces and this is followed by a special profile of two aces; George 'Grumpy' Unwins and Desmond Sheen. As with the other titles this one includes scale plans (1/72nd) of the Mk IIA, plus side views of the Mk I (early), Mk I 9late) and the Mk IB.

Soviet Aces of World War 2

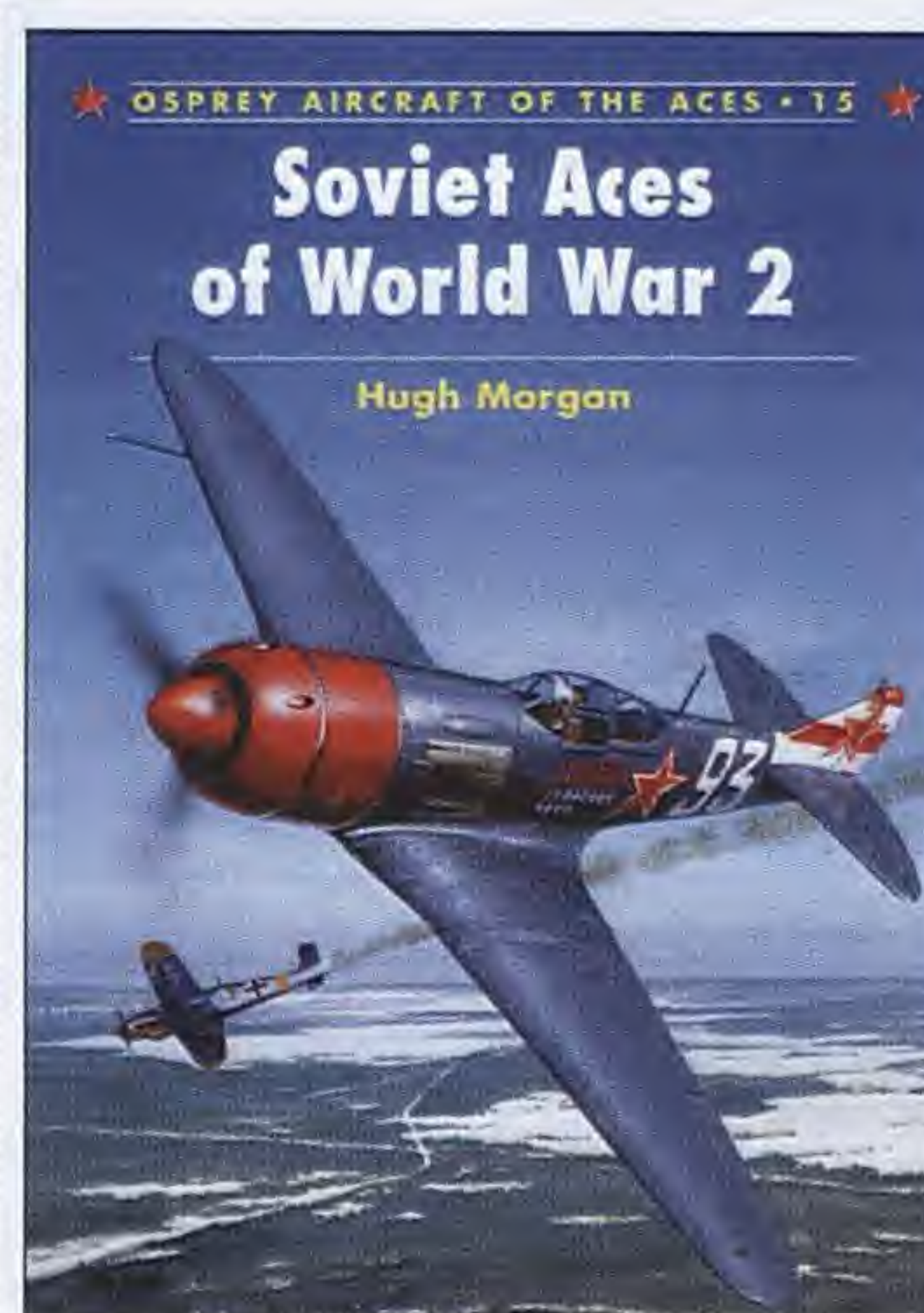
by Hugh Morgan

Aircraft of the Aces No: 15

£TBA

ISBN 1 85532 632 9

Publisher: Osprey



This is a fascinating area to cover, as there has not been a great deal published in English about Soviet aces. This title is in the usual format with 96 pages, of which 12 are in colour. The narrative text deals with the early operational experience of the Soviet pilots, many of whom became aces, and the evolution of the tactics and equipment which would allow the VVS to be more effective as the war went on. Unusually, for this series, this title has the colour pages near the front and these pages offer colour side views of four I-153s, four I-16s, four MiG-3s, two La-5s, four La-5FNs, four La-7s, five Yak-1s, two Yak-7Bs, two Yak-9s, two more Yak-3s, two P-39Qs and a solitary P-40K. One of the interesting points is the Yak-1 of Maj.Gen Zakharov of 303IAD, 1 VA. This is the same machine as is depicted in a large four view in the Avia-press title on the Yak-3 and the artwork in this title is different!

The rest of the narrative text looks at each aircraft type and the aces which flew them and this is followed by a chapter which highlights the leading aces of the VVS. The scale plans offered in this title include a six view set for the I-16 Type 5 and side views for the I-153, Yak-1M, Yak-9, MiG-3, LaGG-3, La-5, La-5FN and La-7. All of these are to 1/72nd scale.

German Jet Aces of World War 2

by Hugh Morgan & John Weal

Aircraft of the Aces No: 17

£TBA

ISBN 1 85532 634 5

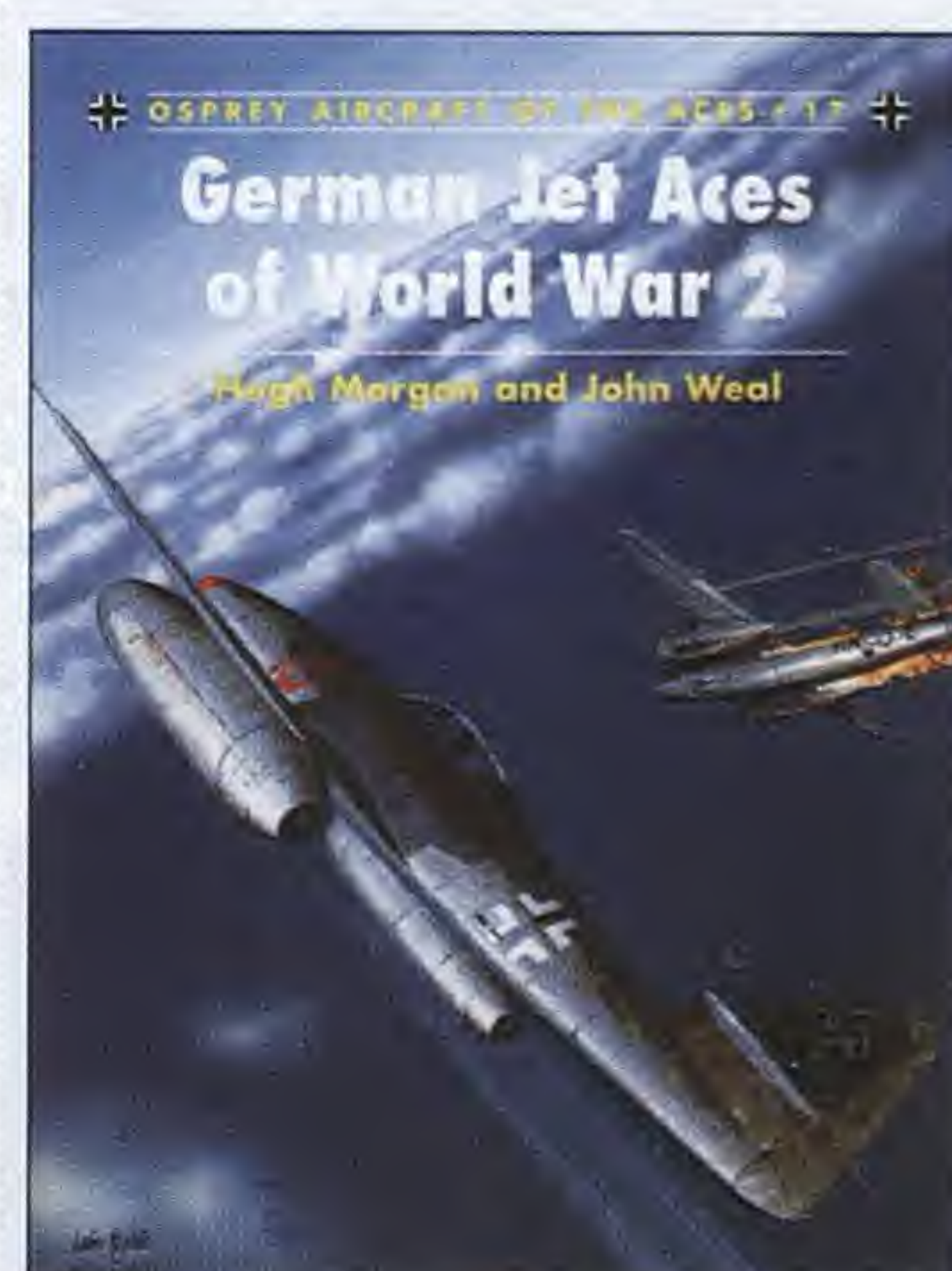
Publisher: Osprey

The subject of later war operations with jets by the Luftwaffe has always been popular and no more so than recently with all the information which has come out of the Soviet Union. This latest addition to the Aircraft of the Aces series will, therefore, be of great interest to many of you. The title comes in the usual 96 page, A5 format with

eleven pages of colour.

The narrative text begins with a look at the development of a German jet fighter and the battle there was between Heinkel and Messerschmitt to win. Really Messerschmitt won, as the Me 262 was the first operational jet fighter with the Luftwaffe and Heinkel's design, the He 280, proved to be unsuitable. The first use of the jets were by the bomber unit and the special training units set up to, basically, find out what it was like to operate a jet and special units like EKdo 262 did just that.

By this stage in the title you will have reached the colour artwork. On these pages you will find side views of 26 Me 262As, the A-1a/U4, a B-1a/U1, the nightfighter Ar 234B-2, three Me 163B-1as and two He 162s. Portraits include Adolf Galland, Kurt Welter and Wolfgang Späte. After this colour section the narrative looks at one of the key players in the Luftwaffe's use of the Me 262, namely JG 7 and, of course, its many aces. The penultimate chapter deals with the final six months of the war and looks at the dispersed construction of the Me 262 and its ever changing operational use. Having dealt with the Me 262, the final chapter looks at the use of other jet and rocket types, such as the Me 163, Ar 234 and He 162 and some of the pilots who flew them during the last stages of WWII.



As with all the other titles in this series, this one also includes some 1/72nd scale plans and these include a four view set of an Me 262A-1a and side views of the A-2a, B-1a/U1 and Me 163B-1a.

Hurricane Aces 1939-40

by Tony Holmes

Aircraft of the Aces No: 18

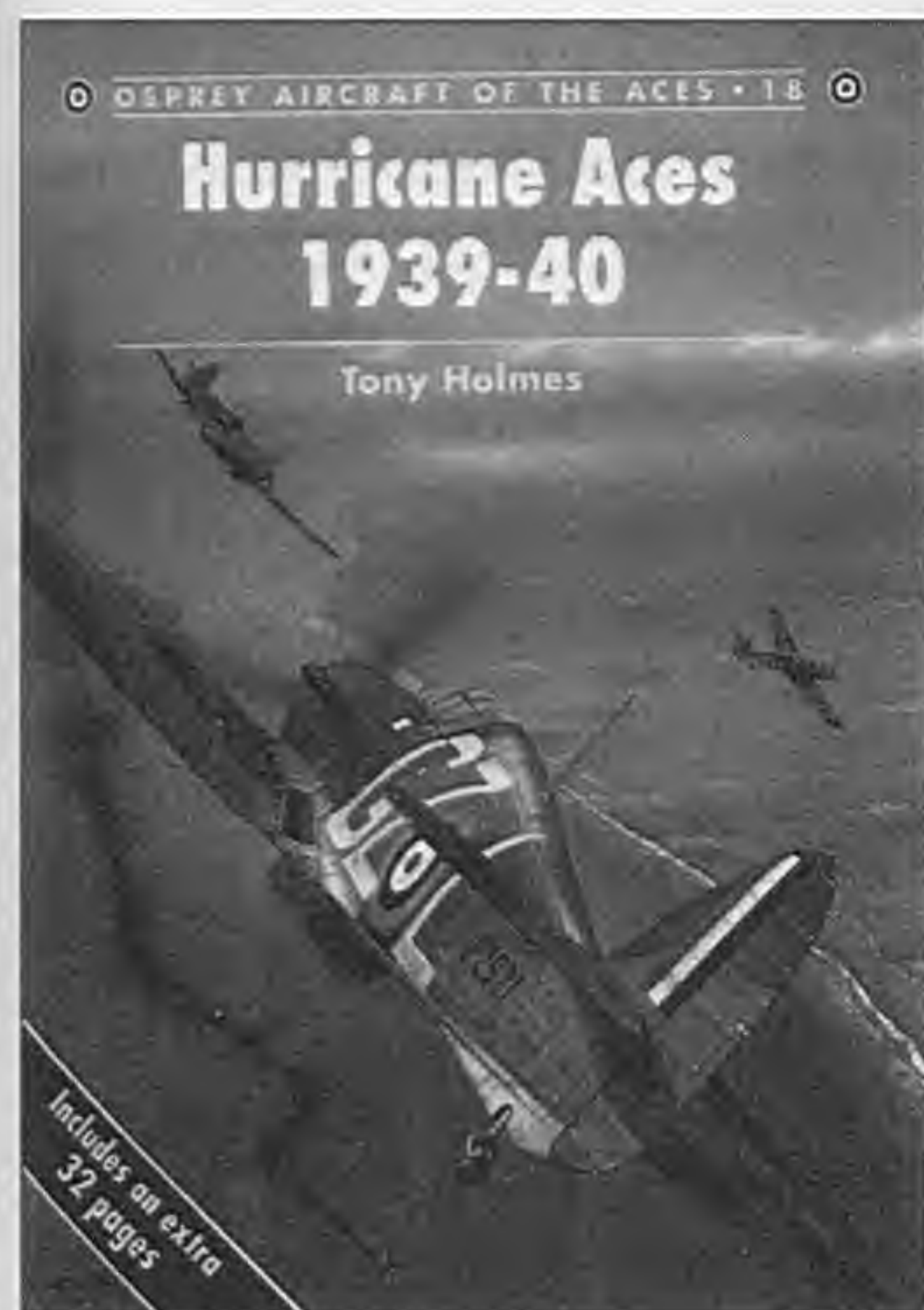
£TBA

ISBN 1 85532 597 7

Publisher: Osprey

This is the most recent title in this series and it sees a change from the established format. The title remains A5, but there are an extra 32 pages of text. This means you now get 128 pages, of which thirteen are in colour.

The title starts with a look at 'the first ace' namely P/O 'Cobber' Cain and then it moves on to look at Hurricane operations during the 'Phoney War' and in this period



portraits of such noted Hurricane aces as F/O 'Imshi' Mason, Sqn. Ldr. Douglas Bader, F/O 'Cobber' Cain and Sgt. 'Ginger' Lacey. After this section the narrative returns to look at the Battle of Britain period and finally on to operations in Malta and North Africa. As with the previous titles this too has some scale plans and these come in the form of a 1/72nd scale four view set for the Mk I with a rotol prop, and side views of the Mk I with a watts prop, Mk IIB, Mk XII, Mk IIC with anti-glare guard, Mk IIC (Trop) and the Sea Hurricane Mk IB.

Overall I cannot recommend these titles too highly, I have already purchased a number of them myself and they are certainly already popular. If you have not taken a look at the series yet I would advise you to do so as the information contained within each make them a compelling read. The colour artwork from the skilled pens of many fine artists has been the source of many new decal sheets and I suspect that once you start thumbing through the colour sections it will start you thinking about 'that next project'!

Our thanks to Osprey Publications for the review sample.

the Hurricane meets the Bf 109 for the first time. Operations of the type during the 'Blitzkrieg' are well documented and it was here that the stable gun platform of the Hurri lead it to be the main bomber destroyer.

At this point you will have reached the colour section and here there are no fewer than 34 colour side views of the Hurricane Mk I. This is followed, as usual, with

Latest Windsock Datafile

AEG C.IV

By P.M. Grosz

Price £8.50

ISBN 1-902207-00-9

Publisher: Albatros Productions Ltd.,
10 Long View, Chiltern Park Estate,
Berkhamstead, Hertfordshire. HP4 1BY

This is the latest addition to the very popular Windsock Datafile series and this title comes in the standard format of 32 pages in A4 with a laminated card cover. The cover offers the only colour of the title, the remainder all being in black and white.

This title takes a detailed look at the development and use of this type and it backs the narrative text up with a great number of photographs. There are some rare photos of Turkish machines included and the detail photographs of the type's construction will leave modellers in no doubt about most areas. As usual both 1/72nd and 1/48th scale plans, from Ian Stair, are included in the centre pages. The final section of the title offers a mass of detail pictures of the type and the book is

AEG C.IV

By P M Grosz



WINDSOCK DATAFILE 67

rounded off with a look at the camouflage and markings applied to the type.

If WWI is your era, and be you modeller or aviation enthusiast, this title is a 'must' for your collection.

Our thanks to Albatros Productions Ltd for the review sample.

Bookshelf News

PZL M-4 Tarpan title

The latest edition of Skrzydła w Miniaturze from Poland is all about this two seat trainer. The A4 book features 42 pages and inside it is a real mass of detailed exterior and interior information on the type. Scale plans to 1/20th scale are included and these include cutaways of the cockpit areas as well as drawings of each instrument panel. A number of colour schemes and markings are noted (to 1/40th scale) as well as a complete list of stencilling data.

Although the subject matter may seem a little esoteric, the quality of the title cannot be doubted and I am sure a number of you will be interested in it. Worldwide enquires should be made to Avia-Press at the address noted elsewhere. UK buyers can obtain copies from Pol Models.



original (Italian) form in Vol 1 Iss 8 Page 468. If you missed it the first time around, you can obtain a copy now. Worldwide enquiries should be made to Wydawnictwo "Militaria" at the address given elsewhere, while UK buyer can obtain copies from Pol Models.

FAMAS

For all of you with an interest in Frog and Airfix kits, FAMAS (Frog & Airfix Model Aircraft Studies) will be a society you ought to join. The group produce a bi-monthly journal and the most recent (Jan/Feb 98) is currently available. This edition looks at the Frog 1/72nd scale Fokker F.VII/3m 'Southern Cross', the original Airfix Bf 109F kit and the Frog 1/96th scale H.P Victor B.1.

For all those interested you should contact Merv Hambling, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX



Latest edition of Aero Fan

The latest edition of this Italian publication is currently available in the UK and it has 64 pages with a laminated card cover. Articles include one on the Italian Navy's attack on two Austrian battle ships moored in the Trieste harbour in 1916, an excellent account from the Spanish Civil war about a pilots 'duel with Bruno Mussolini' and a special feature on the C.R.D.A Cant. Z.504. This feature includes lots of technical data and a set of 1/72nd scale plans. An interesting article about the discussions which were held with the Swiss about the possible purchase of Macchi fighters in 1943 makes for some interesting colour schemes for 202s and 205s! and the article does indeed include colour side views of two projected schemes for the type. The final article in this edition is about the Bernasconi monoplane of 1913.

If you like Italian aviation you ought to subscribe to this title. It is only bi-monthly and I think Midland



Counties Publications carry them and the text by the way, is English and Italian. Worldwide enquiries should be made to: Aero Fan, Via Ampère 49, 20131 Milano, Italy. tel: 02-70600732, Fax: 02-2663854

New from Squadron for 1998

We have just been advised of the new and reissued titles which will be produced by Squadron Publications in 1998.

In their 'In Action' series, the F-14A title will be reissued in February. New 'Walk Around' titles will include one on the Allison engine Mustang's



(March) and the Hawker Hurricane (May). The next addition to the Foreign Air Forces series will be on the



Finnish Air force and this should be out in June. A new title about the Vietnam war will be 'Air War over North Vietnam' and this title should be out in June.

New additions to the 'Detail and scale' series will be one on the P-47D Thunderbolt (due March) and the

Vought F4U Corsair (May).

Worldwide enquiries should be made to Squadron at 1115



Crowley drive, Carrollton, TX 75011-5010, USA.

The whole of the above two ranges are imported into the UK by Pocketbond Ltd.



Latest from Putnam

The newest title (ISBN 0 85177 884 4) in this ever-popular series is all about MiG aircraft since 1937. The book will be 270 x 200mm with 304 pages, 350 photos and 50 GA drawings. Written by Bill Gunston and Yefim Gordon the title is THE guide to MiG aircraft and it has been produced with the full co-operation of MAPO-MiG in Moscow.

This title will be released by the time you read these words and will retail for £35.00.

La Bancarella title in Polish

Many of you may recall the La Bancarella title on the Cr.42 which was released a while ago. Well, this title has now been translated from Italian into Polish and is being produced and marketed by Wydawnictwo "Militaria". This A4, 54 page title was reviewed in its



Model Clubs!

If you would like to attract more members to your club, why not let people know where and when you hold your meetings via this page. Just write or fax the details to the editorial address, there are no charges!

• **AAM/IPMS PORTUGAL** meets on alternate Saturdays from 3 to 6pm at Moldes S.o Sim.o - Maia. All ages and skill levels welcome to attend, whatever your interests. For more information please contact Antonio Neves Santos - R. Prof. Camilo Oliverira, 86A - 4420 GONDOMAR or Tel: 02 4540525.

• **THE ABERDEEN MODELLERS** Society meets on the first Tuesday of every month at the Cults Community Centre, Earlswell Road, Cults, Aberdeen. Meetings start at 7.30pm and modellers in all disciplines are welcome to attend. For more details contact: David Robertson, 27 Howes Drive, Aberdeen. Tel: 01224 690895.

• **ABINGDON IPMS MEETS** on alternate Tuesdays from 8 to 10pm at the Methodist Church Hall, Dorchester Crescent, off Appleford Drive, Abingdon. All ages and skill levels welcome, whatever your interests may be e.g. aircraft, armour, ships, sci-fi, cars etc. For more information contact Tony Clements on 01235 522893.

• **AERO SPACE & VEHICLE** Club meets on the first Saturday of each month from 2pm to 4pm at The Allen Hall, Mill Lane, Wombourne, Nr Wolverhampton. All ages and interests welcome. For more details contact J. Van-Leerzem on 01384 278600

• **AVON IPMS BRANCH** has a temporary new Sunday meeting venue. We meet the third Wednesday of each month at The Rotunda Club, Moravian Rd, Kingswood from 7.30 - 11.00pm (in the Avon Suite) and on the first Sunday of each month (temporarily) at Oldland Village Hall from 2pm to 6pm. Watch this column for any future changes. If you have any questions, or would like more information please contact Sean on 0117 969909 or Andy on 0117 9856469.

• **BANBURY AREA. INTERESTED** in joining a proposed scale modelling club based in Banbury, catering for all types of modelling? Contact Reg on 01295 264875 or Stewart on 01295 269963.

• **BRADFORD IPMS MEETS** at 'The Crown', Horton Bank Top, Bradford on the 4th Tuesday of the month from 7.30pm. All are welcome. For further details contact Martin Fisher on 01274 676127 or John on 01274 502295.

• **BRAMPTON SCALE MODEL** Club (incorporating IPMS Brampton) is open to all modellers in the Huntingdon area and surrounding districts. Anyone wishing to join should contact, Sam Bratby, 39 Ermine Way, Sawtry, Huntingdon, Cambs. PE17 5UQ Tel: 01487 830689.

• **CHELMSFORD MODEL CLUB** meets the first Monday of each month at The Cricketers Public House, Moulsham Street, Chelmsford from 7.30pm. For more information contact Stuart Shakespeare on 01245 609098.

• **THE CHILTERN SCALE** Model Club (incorporating Chiltern IPMS) meets on the first Wednesday of each month from 8pm to late at the Shefford Memorial Hall, Shefford, Bedford. Everyone welcome. For more information contact, Mitch Thompson, 7 High Street, Henlow Beds. SG16 6BS. Tel: 01462 811328 (between 6pm and 8pm only).

• **THE CLACTON BRANCH** of the IPMS meets on the first Monday of every month from 7.30 at the Friends Meeting House, Granville Road, Clacton-on-Sea. For more information contact Peter Terry on 01255 428653.

• **DERBY AND DISTRICT** Model Club meets on the first Tuesday of the month from about 7pm to 10pm at The Bell Inn, Cromford, near Matlock. We welcome modellers of all ages, subjects, skill levels and scales. For further information please contact Maurice Parker, Spa Cottage, Dimple Road, Matlock, Derbyshire. DE4 3JX. Tel: 01629 583501.

• **EAST MIDLANDS MODEL** Club meets on the 1st Monday of every month at the Constitution Club, Burbage, Leicestershire. We produce a monthly newsletter, outings and events. For further details contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).

• **IPMS EAST NEUK** Modelling Club (in North East Fife) now meets on the first Thursday of each month. Contact Brian Murray, Tel. 01334 655131 for details.

• **"FAMAS"** (pronounced "Famous") bi-monthly journal of the Frog & Airfix Model Aircraft Society. For further details please write to: FAMAS, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX.

• **GLOUCESTER IPMS MEETS** on the third Tuesday of each month at the Gloucester Leisure Centre from 8pm to 10pm. If you are interested, please contact: Jeff Brown, 123 Pleasant Way, Beeches Park, Cirencester. GL7 1BJ. Tel: 01285 659254.

• **GRANTHAM MODEL CLUB** meets on the second Tuesday of the month at the Shirley Croft Hotel, Harrowby Road, Grantham at 7.30pm. We cater for all scale model builders whatever their interests. For more information contact John Tinkler on 01476 870816 or Craig Gardiner on 01476 401483.

• **GUERNSEY PLASTIC MODELLERS** Group. We are a relatively new group catering for all aspects of plastic modelling. We meet at the Air Scouts hut behind the Forest Methodist Church, at 7.30pm. All are welcome whatever the standard. For further information contact Dave Nash, 7 Pierre Percee Villa, Prince Albert Road, St Peter Port, Guernsey. GY1 1EZ. Tel: 01481 728186.

• **THE HARROW MODELLING** Society meets on the first and third Monday of the month, at the Wealdstone Baptist Church Hall, Wealdstone, Harrow, Middlesex. All modellers are welcome. Contact Stewart on 0181 427 6858 or Roger on 0181 997 6051 for more details.

• **THE HORNCHURCH BRANCH** of the IPMS meets on the third Monday of each month from 7.30pm, at the Methodist Church Hall (near the Bingo Hall), Hornchurch, High Street. New modellers are welcome, for more information contact K. Sparks, 8 Brockdish Ave, Barking, Essex. TG11 9DS.

• **ISCA SCALE PLASTIC** Model Club is the new name for Modelexe - East Devon Model Club. We meet the last Wednesday of each month at 7.30pm at the St Davids Community Centre, Exeter. All are welcome whatever the standard. Contact Mr K.Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD.

• **KEIGHLEY PLASTIC MODEL** Society meets the second Tuesday of each month at The Friendly Inn, Ainsworth Street at 8pm. Contact John on (01535) 665722 or Eddie on (01535) 671192 for more information.

• **IPMS KENT MEETS** on the second Friday of each month from 7.30pm at St Luke's Hall, Eardley Rd, Sevenoaks (continue south up the hill past Sevenoaks station and then turn right). All modellers welcome, whatever age, standard or interests. For more details contact Jim Chapman, 77 Sutherland Avenue, Petts Wood, Kent. BR5 1QY. Tel: 01689 822669.

• **LINCOLN MODEL CLUB** (IPMS Lincoln) meets on the second Monday of each month at 7.30pm at 51, Richmond Road, Lincoln. We extend a warm and friendly welcome to all modellers, of whatever age, interest or expertise, for regular workshop sessions, competitions - but mainly coffee and a chat! For more information, contact Ian Crawford on 01522 533380.

• **LORDSWOOD (JUNIOR) MODEL** Club is meeting every Saturday between 4.15 and 6.15pm at the Lordswood Public Library, Kestrel Road, Lordswood, Chatham, Kent. ME5 8TH. The club supplies basic modelling materials and equipment and is sponsored by REVELL (GB), so why not go along and have a look. For more details contact Mr D. Jadoul on 01634 841504.

• **LOTHIAN MODELLERS CLUB** and Edinburgh IPMS meet in the Royal Engineers Club, 78 Great King Street, Edinburgh on the 3rd Thursday and 2nd Sunday of every month. For more information contact Ian Hanratty on 0131 665 4087.

• **MEDWAY MODELLING CLUB** meets on the first Tuesday of each month at The Strand, Lower Road, Gillingham, Kent. All subjects and scales catered for. For more information contact the secretary on 01634 373282.

• **MILDENHALL PLASTIC MODEL** Club, friendly and informal meetings, 1st and 3rd Wednesday of each month at the Bob Hope Centre, Mildenhall Air Base, Suffolk. For information contact Peter on 01638 742354.

• **MILTON KEYNES MODEL** Club is moving. Our new venue will be the Cranfield Social Club, Cranfield, Bedfordshire on the 4th Wednesday of every month from 7.30pm till late. New members welcome. For more details contact Phil Smith on 01908 505988.

• **NORFOLK SCALE AIRCRAFT** Model Group, meets the 3rd Wednesday of each month at the Civil Service Social Club, Wentworth Green, Newmarket Road, Norwich. All plastic modellers welcome, whatever your skill level. Meetings start 8pm, so come and talk plastic! For more information call John Turner on 01603 890595.

• **NORTH ESSEX MODELLERS**, a new club for all modellers meeting at the Civil Service Club, Flagstaff Road, Colchester on the 2nd Monday of each month. Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for further details. All ages and interests welcome.

• **NORTH SOMERSET MODELLERS** Society is a new club looking to attract more members. It is dedicated to bringing together model makers of all levels of skill and experience, all ages and all interests, to exchange ideas and learn new techniques. The Society meets at the Foresters Arms public house, Alexander Parade, Weston-Super-Mare (opposite Tesco's & Odeon Cinema), from 8.30pm on the 2nd Tuesday of each month. For more information contact Fred Tooke on (01934) 416798, or just come along to one of our meetings.

• **NORTH STAFFS MODEL** Club meets every Thursday 7pm - 10pm at the Seabridge School, Roe Lane, Newcastle-under-Lyme. Contact Stefan on 01782 618181 or Phil on 01782 544612 for more details.

• **NORTH WALES MODELLING** Club. Those wishing to form a scale modelling club in North Wales please contact Justin Gorka on 01492 532101 (day) or 01492 543590 (evenings). Venue yet to be established but probably Colwyn Bay or Llandudno.

• **NOTTINGHAM AND DISTRICT IPMS** meets on the 2nd Tuesday of the month at the International Community Centre, 61b Mansfield Road, Nottingham. The meetings start at 7.30pm and all are welcome. For more information contact Martin Regnard, 11/25 Victoria Centre Flats, Nottingham. NG1 3PJ Tel: 0115 9558584.

• **GREATER PETERBOROUGH MODEL** Club. We are a new club catering for modellers in Peterborough and the surrounding area. Meetings are held at the rear of the Royal Oak, Lincoln Road, Peterborough on the first and third Thursday of the month. All are welcome. For more information ring Jim Sylvester on 01733 571728.

• **POOLE VIKING CLUB** (Inc Dorset IPMS) meets on the 1st Wednesday of the month from 7.30pm to 10.30pm at the Poole Civic Centre Club.

• **ROBERTSBRIDGE AVIATION SOCIETY** Model Club meets every Wednesday at 8.00pm at Bush Barn located on A21 going north from Robertsbridge. All are welcome whatever the standard. For more information please contact David Morrice, 8, Belvedere Gardens, Crowborough, East Sussex TN6 2LR or Tel 01892 654507.

• **SALISBURY IPMS MEETS** on the first and third Tuesday of each month, at 7.15pm in the Scout Hall, Coldharbour Lane, Salisbury. For more information please contact the secretary, Peter James, 'Lithlorien', 18 Ilyton Avenue, Firsdown, Salisbury, Wilts, SP5 1SH. Tel 01980 862403.

• **SHROPSHIRE SCALE MODELLERS** (IPMS Telford) meets every fortnight on Wednesday from 7.30pm at High Ercall County Primary School, Church Road, High Ercall, Shropshire. For more information contact: Gary Stevens, 8 Whittemere Road, Shrewsbury. SY1 3BT.

• **IPMS SOUTH EAST** London meet at West Greenwich House, Greenwich High Road, Greenwich, SE10. Greenwich Station is one minutes walk away and bus 177 passes the door. Meetings are held on the second Thursday of the month at 7.30pm. New members and visitors are always welcome. For more details please ring Paul Brack on 0181 650 6504 or Alan Partington on 0181 697 6929. For a map please send an SAE to Alan Partington at 100, Culverley Road, Catford, London. SE6 2JY.

• **SOUTHEND-ON-SEA MODEL** Club (South East Essex IPMS) meets from 7pm on the third Wednesday of each month at the Civic Centre, Southend-on-Sea. We hold a monthly competition and all ages are welcome. For more information contact Dean on 01702 603031.

• **SOUTH LONDON SCALE** Model Club meets the 1st Thursday of each month at the Wilditch Centre, Culvert Road, off Battersea Park Road, London SW11 between 7.20pm and 9.30pm. For further details please ring Eric on 0181 685 9110. All modellers and all ages welcome.

• **STAFFORD IPMS MODEL** Club. From aircraft to armour, novice to know-it-all, little to lifsize, historic to hysterical we cater for them all! Meetings are held on the 2nd Thursday of the month from 8pm at 'The White Eagle Club' (The Polish Club), Riverway, Stafford. For more information contact: John Tapsell, 29 Sidmouth Avenue, Weeping Cross, Stafford. ST17 0HG.

• **STIRLING & DISTRICT** Modellers Society meets fortnightly (Fridays), 7.30 - 10pm at the Dalmore centre, Alva. Most subjects catered for, including regular demonstrations on all aspects of modelling. New members welcome. SAE for programme to W.Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722428.

• **SUTTON COLDFIELD MODEL** Makers' Society meets on the 2nd and 4th Wednesday of the month at the Fellowship Hall, South Parade East, Sutton Coldfield. For more information contact Robert Day, 'Ashgrove', Didgley Lane, Fillongley, Coventry. CV7 8DQ. Tel: 01676 540469.

• **TAYSIDE MODELLING SOCIETY** meets Friday evenings, monthly, Oakbank Community Centre, Perth 7.30 to 10pm. Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry no under 16's).

• **THURROCK SCALE MODEL** Club. We meet at the Adult Education Centre, Bridge Road, Grays, Essex on the third Friday of each month at 8pm. All are welcome, whatever your age and modelling experience, junior members urgently wanted. For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.

• **IPMS TORONTO (CANADA)** meets on the first Monday of each month at the North Toronto Community Centre, 200 Eglinton Avenue West, from 7pm to 9.30pm. Membership is \$25.00 per year. Contact IPMS Toronto, PO Box 637, 1057 Steeles Avenue West, North York, Ontario, Canada. M2R 3X1.

• **WALLINGFORD (IPMS) MEET** on the second Sunday of each month at the Wallingford Adult Education Centre, St. Georges Road, Wallingford, 10am to 5pm. We are a friendly bunch who cater for all levels and subject matter. If you would like to know more contact Phil May on 01235 834565, or Geoff Wakenham on 01491 833471.

• **WATFORD SCALE MODEL** Club cater for all scale model builders, whatever their interests. We meet on the second Tuesday of each month at the Orbital Community Centre, Haines Way, Leavesden, Nr Watford from 8.00pm to 10.30pm. For more information call Nigel Foster on 01582 667210.

• **WEST MIDDLESEX IPMS** meet on the last Tuesday of each month from 7.30pm at Matthew Arnold School, Kingston Road, Staines. Contact Les Clancy on 01784 465191 or Tony Horten on 0181 384 3840 for more details.

• **YORK & DISTRICT PLASTIC** Models Society meets the third Friday of each month at Osbalwick Social Club. The club aims to be friendly & supportive to all skill levels. Contact Chris on 01430 873408 or Joel on 01904 766895 for more information.

Messages

• **SHAFESBURY & GILLINGHAM** district, Dorset. Are you interested in a proposed modelling club in this area, catering for all types of enthusiasts. Possible eventual membership of the IPMS. Interested? then contact Sydney Parker on 01747 854962.

• **HELICOPTER MODELLERS** - Are you interested in rotary modelling, interested in a quarterly newsletter produced by like minded enthusiasts? For more details contact: Pete Tasker, 22 Brookfield, Haslington, Crewe. CW1 5WE.

**Don't miss your copy of
Scale Aviation Modeller Magazine**
Get your Newsagent to save you one every month
It doesn't cost any extra to reserve your own copy. Most newsagents are only too pleased to help, so complete the coupon (or make a copy if you prefer not to cut your magazine), and take it to your local shop.
If he doesn't normally stock Scale Aviation Modeller, remind him that his wholesaler definitely does!

Dear Newsagent

Please reserve me a copy of Scale Aviation Modeller Magazine every month.

Name

Address

Postcode



**Copy Deadline
7th April
for Volume 4 Issue 5**

Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

• **THE LOTHIAN MODEL** Show hosted by Lothian Modelling Club and Edinburgh IPMS will take place on Saturday 21st March 1998 in the Wiremill Social Club, 4 Balcarres Road, Musselburgh, East Lothian. Doors open from 10am. For more information contact Ian Hanratty on 0131 665 4087.

• **CARACUS MASTER HOBBY** Show 1998 will be held on Saturday 25th and Sunday 26th April at the Best Western Hotel, Caracas. For more information contact Alberto Rada Email rada@true.net.

Events Diary at a Glance



March 21st.	• Lothian Model Show
March 28.	• IPMS/Winston-Salem, N.C., USA
March 28/29th.	• Southern Expo, Hornchurch
March 29.	• Shropshire Scale Modellers Annual Show, Cosford
April 11/12.	• South Africa National Modelling Championships (Cape Town)
April 19th.	• Barnet Model Show, Borehamwood. NOTE NEW DATE
April 19.	• Wirral IPMS Annual Show. NOTE NEW DATE
April 24/25/26th.	• AMT 98 International Modelling Championship, Spain
April 24/25.	• IPMS/USA C.A.R.S in Miniatures/Lakes Region Scale Modelers Region 5 Convention, Illinois, USA
April 25th.	• Greater Peterborough Model Club Show
April 25th.	• Sword & Lance '98. Darlington
April 25/26.	• Scottish National Modeling Championship, Stirling
April 25th/26th.	• Caracas Master Hobby Show
April 26.	• East Midlands Model Show '98, Hinckley
May 3rd.	• IPMS/USA 3 Rivers Chapter, Pittsburgh, USA
May 9th.	• Poole Viking - Dorset IPMS Annual Show
May 9th/10th.	• It's a Small World '98, Rochester
May 16th.	• Model 98, Torquay, Devon
May 17th.	• Midland Expo '98, Quinton, Birmingham
June 5th/6th.	• IPMS/USA, Roscoe Turner Chapter, Region IV Model Convention, Indianapolis, USA
June 6th.	• IPMS Salisbury, Wilts
June 20th.	• Amay Modeles Club 11th Model Show, Belgium
July 5th.	• Mid-Sussex IPMS Annual Show, Newhaven Fort
July 6th.	• Scottish Plastic Modellers Open Day, Fife
July 9th-16th.	• World Expo 98, Toronto, Canada
September 5th.	• Brampton Model Club Show, Cambs
September 6th.	• Aero Space & Vehicle Club, Wombourne
September 13th.	• Leicestershire IPMS Model Show, Broughton Astley.
September 20.	• Sutton Coldfield Model Spectacular 3
September 27.	• Midland Air Museum Annual Model Show
October 4th.	• Newark Expo '98
October 23rd to November 1st.	• AAM/IPMS Portugal 'Portuscala 98', Porto, Portugal

• **SOUTHERN EXPO 1998** will be held at the Hornchurch Sportscentre, Harrow Lodge Park, Hornchurch, Essex on Saturday 28th and Sunday 29th March 1998. For more information contact Wally Arrowsmith, 14 Link Way, Hornchurch, Essex. RM11 3RW. Tel: 01708 473038.

• **SHROPSHIRE SCALE MODELLERS** will hold their Annual Model Show at the Aerospace Museum, Cosford on the 29th March 1998 from 10am. For more information contact Gary Stevens, 8 Whitmore Road, Mount Pleasant, Shrewsbury, Shropshire. SY1 3BT.

• **THE IPMS CAPE Peninsula** (Cape Scale Modelling Club) is hosting the South African National Modelling Championships at The Castle, Cape Town on the 11th and 12th April 1998. For more information contact Marc Cilliers, 8 Hiddingh Avenue, Newlands, 7700, South Africa. Tel: (national) 012 615595, (international) +27 12 615595.

• **BARNET MODEL SHOW** will be held on Sunday 19th April 1998 at GEC Elliott Centre, Rowley Lane, Borehamwood, Herts from 10am to 5pm. For more information and club liason contact Pete Stearn (0181 449 7854), for trader liason contact Jonathan Burns (0181 423 2186). PLEASE NOTE NEW DATE.

• **WIRRAL IPMS PRESENT** Modelmania 98 on Sunday 19th April 1998 at The Leasowe Castle Hotel, Leasowe, Moreton, Wirral, Merseyside. Doors open 10am until 5pm, admission £2.00 for adults and £1.00 for OAP's and Children. For more information contact Tom Murphy, 41 Fulwood Road, Little Sutton, South Wirral. L66 3RX. PLEASE NOTE NEW DATE

• **GREATER PETERBOROUGH MODEL** Club will be holding their first show at the William de Yaxley CofE School, Peterborough on Saturday 25th April from 10am to 5pm. For more information contact Jim Sylvester on 01733 571728.

• **AMT 98 INTERNATIONAL** Modelling Championship will be held at Torrent Auditorium, nr Valencia, Spain, on the 24th, 25th and 26th April 1998. For more information contact Eduardo Soler Flors, C/Norta 30-14, 46008 Valencia, Spain. Fax: 9. 63 49 49 51.

• **IPMS/USA CARS IN** Miniature & Lakes Region Scale Modelers will host a Region 5 Convention on April 24/25th 1998 at the Radisson Hotel Arlington Heights, 75 West Algonquin Road, Arlington Heights, Illinois 6005, USA. Contact Joe Schock (815) 568 7836 or Randy Stapleton (815) 675 1303.

• **DARLINGTON MILITARY MODELLING** Society will be presenting 'Sword & Lance '98' on Saturday 25th April 1998 between 10.30am and 4.30pm at The Arts Centre, Vane Terrace, Darlington. For more information contact Colin Holmes, 127 Dinsdale Crescent, Darlington, Co. Durham. DL1 1EZ. Tel: 01325 489801.

• **POOLE VIKING/DORSET IPMS** Show will be held on Saturday 9th May at Poole Grammar School, Gravel Hill. For more details contact John Bothamley, Tel: 01202 527723.

Readers Classified

This service is offered free to all our readers. Send your classifieds (no more than 30 words please) to:

Readers Classified
SCALE AVIATION MODELLER International
24 Grove Place,
Bedford MK40 3JJ
Adverts will be run space permitting.

For Sale

• **MANY 1/872ND SCALE** kits (Pegasus, CzechMaster, Airmodel, Merlin, Rareplanes, Dujin, Revell etc) plus accessories, books and magazines. Some 1/48th scale. Contact Nicola Minerva, Via Pargina 62-43100, Parma, Italy.

• **1/72ND SCALE INJECTION** moulded and vac-form kits, mainly post WWII. Many deleted, RAF subjects only. Phone for list, Ian Hunter on 01438 472654.

• **SCALE MODELS INTERNATIONAL** magazine (1969 - 1992), Scale Aircraft Modelling (1984-1992) and Aircraft Illustrated (1969-1973), many complete years. Offers to John on 01582 727077 (weekends only), buyer collects.

• **AVIATION BOOKS, RAAF, RNZAF, SAAF, RCAF** etc. Also hundreds of decal sheets. Please call Jim on 0181 330 3788 (after 8pm)

• **HASEGAWA 1/32ND P-51D** Mustang 'Nose Art' and 'Nose Art Pt.2' (£15.00 each), Hasegawa 1/32nd F6F-5N Night Hellcat (£15.00) and MRC 1/35th AH-1W Cobra (£15.00). Contact Alec Revelle (0049) 2162 949644 (evenings only) BFPO 40.

• **IPMS SCOTTISH NATIONAL** Modelling Championship will be held at the Albert Halls, Dumbarton Road, Stirling on Saturday 25th and Sunday 26th April 1998 from 10am to 5pm. Admission £2.00 for adults, £1.00 for children and OAP's and £5.00 for families (2+2). For more information contact William Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722427 or Mike Mitchell, 16 The Knowe, Sauchie, Clacks, FK10 3EP. Tel: 01259 212622.

• **EAST MIDLANDS MODEL** Show 98 will be held on Sunday 26th April 1998 at The Leisure Centre, Hinckley, Leicestershire from 10am to 4.30pm. Admission £2.00 for adults and £1.50 for children and OAP's. For more information contact Gordon Upton on 01455 230952 (shop hours only).

• **IPMS/USA 3 RIVERS** Chapter will hold the 9th Annual Model Show and Convention at the Holiday Inn Airport, 1406 Beers School Road, Coraopolis, PA 15108, USA on Sunday May 3rd from 9am to 5pm. Contact Tim Swisher, 360 Haugh Drive, Pittsburgh, PA 15237. Tel (412) 364 1234.

• **IT'S A SMALL WORLD '98.** The Lordwood Model Club will be holding their annual European Modelling Extravaganza on the 9th and 10th May 1998 at the Rochester Corn Exchange, High Street, Rochester, Kent. For more information contact Dominique Jadoul, 12 Charter Street, Chatham, Kent. Tel/Fax: 01634 841504. e-mail Djadoul@aol.com

• **MODEL 98 WILL** be held at Torquay Town Hall, Torquay, South Devon on Saturday 16th May 1998 from 10am to 5pm. Admission £1.00 adults and 50p under 16's and OAPs. For more information contact Mr H. Stopczynski 26, Furzegood, Marldon, Paignton, South Devon. TQ3 3PH Tel: 01803 524702

• **THE BRAMPTON MODEL** Club Show will be held at St Ives Corn Exchange, St. Ives, Cambs on Saturday 5th September. For more information contact Sam Bratby on 01487 830689 or Email Phil Carter on umch@globalnet.co.uk.

• **MIDLAND EXPO '98** will be held at Leasowes Leisure Centre, Kent Road, Quinton, Nr. Birmingham on Sunday 17th May 1998 from 10am to 5pm. For more information contact D.Child, 89 Charnwood Road, Great Barr, Birmingham. B42 1JS

• **IPMS SALISBURY WILL** be holding their first model show on Saturday 6th June 1998 at Wyvern College, Church Road, Laverstock, Salisbury, Wilts. Numerous clubs and traders have been invited to the event. For more details contact Peter James, "Lithlorien", 18 Holynton Avenue, Firsdown, Salisbury, Wilts. SP5 1SH. Tel: 01980 862403.

• **WORLD EXPO 98** will be hosted by the Canadian Modelling Exposition Association at the Inn on the Park, Toronto, Canada from the 9th to the 16th July 1998. For more information contact World Expo 98, PO Box 312, Brampton, Ontario, Canada L6V 2L3, Canada. Fax (905) 838 2434. e-mail dwc@idirect.com

• **MDC 1/48TH SCALE** Fairey Swordfish kit £75.00 plus P&P Contact Mr R.Dugdale, 26 Cateside Road, Denton, Burn, Newcastle-on-Tyne. NE15 7DS. Tel: 0191 2740785 (evenings only)

• **KITS FOR SALE**, send an SAE for a complete price list to K.Barrett, 8 Greenville Close, Neopham, Kent. DA13 0PH Tel: 01474 812416

• **MUST GO! 250** Airfix kits, planes and cars, various scales, £1,000 the lot or will split. All items still boxed and sealed. Contact Mr Johnson on 01538 756956 (Stoke on Trent)

Wanted

• **SCALE AVIATION MODELLER** International and Scale Aircraft Modelling magazines. Full sets if possible. Contact A. Davies, 62 Oakfield Road, Altrincham. WA15 8ER

• **AIRFIX 1/24TH SCALE** superkits, unboxed, incomplete or part-built kits considered. Also Tamiya 1/48th scale Avro Lancaster. Contact Paul on 01332 799298 (Derbyshire)

• **AIRFRAME 1/72ND SCALE** Fairey Long-Range Monoplane vac-form kit. Contact Chris Hargreaves, Valkenweg 123, 7331 HG Apeldoorn, The Netherlands.

• **REVELL 1/48TH SCALE** Rockwell B-1B Lancer (unbuilt), also Aeroclub 1/48th scale Avro Vulcan vacform and Echelon 1/32nd scale Lightning. Reasonable price paid, must be in good condition and complete. Contact Mr C.Gauntlett on 01695 555787 (Lancs)

• **REQUIRED DUTCH DECALS** 1/72nd scale sheet for BOAC DC.3 and De Havilland Mosquito. Contact G.R.Chaffe, 2 Daventry Road, Norton, Daventry, Northants. NN11 5ND

• **IPMS/USA ROSCOE TURNER** Chapter will host an IPMS Region IV Model Convention and Swap Meet on Friday 5th and Saturday 6th June 1998 at Ramada Inn East, 1465 & Pendleton Pike, Indianapolis, Indiana, USA. Contact 1998 Region IV Convention, IPMS Roscoe Turner, PO Box 26012, Indianapolis, IN 46226, USA. Tel Rick Wilkes (317) 881 8997 or Kevin J.Burns (317) 595 9439.

• **THE SCOTTISH PLASTIC** Modellers Open Day will be held on the 6th July 1998 from 10am to 5pm in the YM/YWCA in Cupar, Fife. For more information contact 01334 655131 or 01334 652439.

• **AMAY MODELES CLUB** 11th Model Show will be held at the Ecole Communale, rue de Waremme 5 at B-4530 Villers-le-Bouillet on the 20th June 1998. Doors open at 9am to 6pm, admission free. For more information contact Daniel Collette, 78 rue du Tambour, B-4540 Amay, Belgium. Tel: 085 315849.

• **MID-SUSSEX IPMS PRESENT** their Annual Model Show on Sunday 5th July 1998 from 10.30am to 5.30pm at Newhaven Fort, Newhaven, East Sussex. For more information contact IPMS (Mid-Sussex) on 01273 596370 or Newhaven Fort on 01273 517622.

• **AERO SPACE & VEHICLE** Club annual Model Show and competition will be held at the Community Centre, Church Road, Wombourne, Nr. Wolverhampton from 10.30am to 4.30pm on September 6th 1998. For more information contact J Van-Leerzem, 163 Bells Lane, Stourbridge, West Midlands. DY8 5DS.

• **IPMS LEICESTERSHIRE PRESENTS** the 1998 Model Show on Sunday 13th September 1998 from 12-5pm at the Broughton Astley Village Hall. Admission £1.50 for adults and juniors free if accompanied by an adult (16 and under). For more information contact Martin Connolly on 01455 284 600 or write 40 Richardson Close, Broughton Astley, Leicestershire. LE9 6NU.

• **SUTTON COLDFIELD MODEL** Makers' Society, Model Spectacular 3 will be held at Sutton Coldfield Town Hall on Sunday, September 20th 1998. For more information contact Robert Day, Hon. Secretary, 'Ashgrove' Diggle Lane, Fillongley, Coventry. CV7 8DQ. Tel: 01676 540469.

• **THE MIDLAND AIR MUSEUMS** Annual Model Show will be held on Sunday, 27th September 1998 from 10am to 5pm. For further information contact Dianne James, Midland Air Museum, Coventry Airport, Baginton, Warwickshire. CV8 3AZ Tel: 01203 301033 Fax: 01203 301033.

• **NEWARK EXPO '98** will take place at the Grandstand, Southwell Racecourse, Notts on 4th October 1998, from 10am to 5pm. Admission free. For more information contact Ian Crawford on 01522 533380.

• **AAM/IPMS POTUGAL ARE** to hold their 'Portucala 98' annual model exhibition at Mercado Ferreira Borges, Porto from the 23rd October to the 1st November 1998 (competition days 31st Oct/1st Nov.) For further information contact Dr Jo.o Regueiras - R.Prof. Sousa J'nior, 74 Hab 53-4200 Porto, Portugal or Email: pregueiras@mail.telepac.pt.

Readers' Classified

• **B-58 HUSTLER REFERENCES** from Aviation News 'Warpaint' original series and Len Morgan's 'Famous Aircraft' series. Advise of condition to D.Stock, 2, Grange Road, Bishops Stortford, Herts. CM23 5NQ. Tel 01279 461310 (weekends only)

• **BOUND COPIES OF RAF** Flying Review and Air Enthusiast. Good prices paid. Also Air Publications (AP's) and parts manuals on all military aircraft types. Specifically Vol 1 & 3's and Pilot's Notes. Will purchase batches, or singles. I would also like to borrow similar for copying, postage etc covered. Contact the Editor, in writing, at the editorial address.

• **WARPLANES OF THE World 1918-1939** by Michael J.H.Taylor (Ian Allen 1981). Contact J.Burke, 94 Inglewood Close, Gorse Covert, Warrington. WA3 6UJ

• **DISABLED MODELLERS DESPERATELY** seeking old cheapish aircraft kits, especially 1940's to late 1960's Allied types. Also any cheap 1/25th scale American cars and trucks and back issues of Scale Aircraft Modelling magazine. Contact Nev Fadries, 6 derby St, Mossley, Ashton-under-Lyme. OL5 9NU

Information Required

• **WANTED FOR A PROJECT**, photos of the control tower at RAF Upwood, Cambs circa 1960. Also photos of Canberras based there. Will refund postage. Contact Tony Bish, 34 Oaklands Avenue, Wistow, Cambs. PE17 2QF. Tel: 01487 823373

• **WANTED FOR OBSCURE** modelling project. Accurate dimensions for the 'standard oxygen breathing bottles' of the USAF in the late 1950's. Contact R.Turner, 16 Princess Street, Parkeston, Harwich, Essex. CO12 4PF Tel: 01255 242017.

PARAGON DESIGNS

39 Cantley Lane, Norwich, Norfolk NR4 6TA. England.
Telephone: 01603 507152 Fax: 01603 506057

Our Most Recent Releases Are:

1/72 Scale

72048	Lancaster BII Hercules Radial Engines, Props & Nacelles	£15.99
72049	Lancaster Bulged Bomb Doors (for 8000lb Bomb) + Turret	£6.99
72053	F-18 Hornet Bulged Wheels	£2.75

1/48 Scale

48084	Mig-21 Recce, Pod Type 'D'	£5.75
48085	Mig-21 Recce, Pod Type 'R'	£5.75
48109	P-47 Open Gun Bays (for Hasegawa)	£5.50
48119	Lincoln 'Saddle' Type Radome + Scanner	£4.50
48120	Lancaster BII Hercules Radial Engines, Props & Nacelles	£28.99
48121	Lancaster Narrow blade Props x 4	£6.99
48122	Lancaster Unshrouded Exhausts x 8	£4.99
48123	Lancaster 'Tallboy' Conv. (Includes 'Tallboy' Bomb)	£21.99
48125	Lancaster Bulged Bomb doors + Ventral Turret	£12.99
48126	Lancaster Bulged Bomb Doors (for 8000lb Bomb) + Turret	£12.99
48128	F-18 Hornet Bulged Wheels	£3.30

1/32 Scale

32011	Mosquito 2-Stage Merlin Nacelles	£16.99
32012	Mosquito FB VI Fighter Conv + Full Cockpit Interior	£24.99
32013	Mosquito FB XVIII 'Molins' Conv + Full Cockpit Interior	£24.99
32014	Mosquito Bomber Canopy (Teardrop Sides)	£3.99
32015	Mosquito Bomber Canopy (Bulged Sides)	£3.99
32016	Mosquito P.R. Canopy	£3.99
32017	Mosquito Bulged Bomb Bay	£8.50
32018	Mosquito Bulged Camera Bay	£8.75
32019	Mosquito Flaps	£11.99
32020	Mosquito Paddle Blade Props x 2	£5.99
32021	Mosquito 50 Gal Drop Tanks x 2	£6.99
32022	Mosquito 100 Gal Drop Tanks x 2	£7.99
32023	8 x RAF 60lb Rockets & Rails (Mosquito-Type Rails)	£12.99
32024	RAF Tornado Laser Range Seeker	£2.99
32029	Spitfire 5-Spoke Bulged Wheels	£3.30
32030	Spitfire Prototype Conv. (Hasegawa MK V)	£12.99
32031	Spitfire MK VIII Conv. (Hasegawa MK V)	£21.99
32032	Typhoon MK 1b Conv. + 8x Underwing Rockets	£21.99
32034	Mosquito 5-Spoke Treaded Bulged Wheels	£7.99
32035	Mosquito Plain Hub Treaded Bulged Wheels	£7.99
32036	Spitfire MK IX Conv. (Hasegawa MK V)	£21.99

The Following New Items will be Released at the Southern-Expo (Hornchurch) March 28/29th 1998

1/32 Scale

32025	Tornado Flaps & Slats and Wing seals	£24.99
32026	Tornado JP 233's x 2 (Runway Denial Weapons)	£25.99
32027	Tornado 'Hindenburg' Drop Tanks x 2	£22.99
32028	Tornado MB MK 10 Ejection seats x 2	£11.99
32037	Tornado 'Sky-Shadow' ECM POD	£5.99
32038	Tornado Access Ladder (Platform Type)	£5.99

PLEASE NOTE: FOR ALL ORDERS FROM OUTSIDE THE EUROPEAN-COMMUNITY, VAT IS DEDUCTED (APPROX.14.89%) FROM THE FULL UK RETAIL PRICES SHOWN. OVERSEAS CREDIT CARD ORDERS ARE POSTED AT-COST. MINIMUM CREDIT CARD ORDER VALUE IS £5.00. PLEASE ALLOW 28 DAYS FOR DELIVERY.

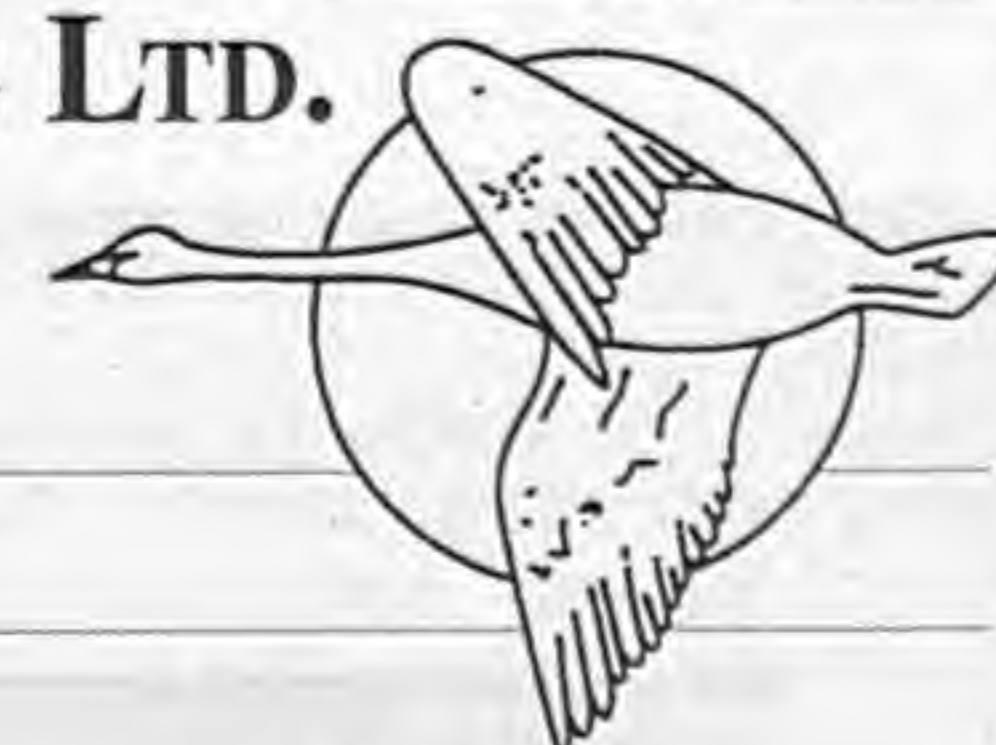
WE ACCEPT VISA, MASTERCARD, CONNECT, ACCESS, AND EUROCARD.

PLEASE SEND SAE FOR FULL PRODUCT LIST. (PRICES MAY BE SUBJECT TO CHANGE WITHOUT PRIOR NOTICE).

SWAN MODEL ENGINEERING LTD.

Chester House, The Dingle,
Colwyn Bay, Clwyd LL29 8HF

Telephone / Fax: (01492) 532101



Send large SAE for price list. P&P under £10 - £1.00, £10 to £20 - £2.00, Upto £30 - £3.00, £30 and over post free.

NEW THIS MONTH FROM SWAN 1/72

SME6	Messerschmitt Me 265 A-1 Resin & White metal	£22.00
SME7	Messerschmitt Me 329 A-2 Resin, Photo-Etch & White Metal	£25.00
SME9A	Dornier Do 635 A Conversion	£10.00
SME9B	Dornier Do 335 B-4/5/8 conversion	£12.50
SME17	Junkers Ju 388 J-4 Resin, White metal 7 Photo-Etch	£23.50

Lumir Vesely 1/48

LM1	Arado AR 96B	£27.40
LM2	Arado 396	£21.95
LM3	XP 85 Goblin	£21.95
LM4	Blohm & Voss BV 40	£21.95
LM9	Rayen PA 22	£27.40

Top Gun Resin 1/72

002	DH 104 Dove	£23.50
008	Heinkel He-114B-1	£23.50
015	Northrop A-1 (B5) early	£20.00
042	PZL W-3W/W-3RM	£23.50
043	SAAB JAS 39B Gripen	£22.00

Craftworks Inc

P-40 B/c Detailed resin model with white metal landing gear, guns and props. Vacu canopy, VERY detailed interior Decals by Microscale 5 Options
A snip at £95.00

Coming soon (ish!)

Ju 288A, Ju 288C, Daimler Benz 'A' (AAAH!)
Eagles Talon, NRC Resin, PART Photo Etch
Hippo Models and more!
Trade welcome
Production facilities available

Leading Edge decal set

L66.1.72	Golden Hawks Sabre Mk5/6	£4.00
L101.1.72	Canadian CF-101B Voodoo	£6.00
L101.1.48	Canadian CF-101B Voodoo	£8.00

Tasman

TM107	RAAF Aerobatic Avon Sabre conv. 1/72	£8.50
-------	--------------------------------------	-------

TM108 CA-27 SEA Avon Sabre conv. 1/72

£8.50

KW4801	CA-13 Boomerang	SALE £12.00
KW4802	CA-13 Boomerang	SALE £12.00
KW4803	CA-19 Boomerang	SALE £12.00

Ventura Models SALE

V301 Bf109 G-14 "White 15" 1/48 £15.00

Falcon Models SALE

FA601	Reggiane RE 2005 RA	£15.00
FA602	Reggiane RE 2005 ANR/Luftwaffe	£15.00
FA603	Bf 109 G-12 trainer	£15.00

MISTERKIT

**We support
IPMS Italy and
CMPR**

The Specialist of Italian Aircraft Kits

ITALIAN CLASSIC - L.B. ITALIAN WINGS - RCR KIT - RCR PHOTOETCHED - TAURO
MODELS DECALS - SUPERMODEL - CUNARMODEL - E.P. ORIGINAL MODELS and others

ALI D'ITALIA - ITALIAN AIRCRAFT MONOGRAPH

A1007-BREDA 65	£8
A1008-MACCHI MC 200	£8
MINI 01-FIAT G 50	£5

DITERLIZI MONOGRAPH

MACCHI MC 205 (ENGLISH TEXT)	£7
------------------------------	----

MISTER KIT 1/72 RESIN KIT WITH DECALS

72001 FIAT G.50 BIS/A.S.	£25
72002 FIAT G.55 I SERIES	£25

MISTER KIT 1/72 DECALS

UNIT INSIGNIA REGIA AERONAUTICA	£5
---------------------------------	----

MISTER KIT AUTENTIC REGIA AERONAUTICA

ACRILIC COLOURS	
Set of 27 acrylic colours	£1.75 each

MODELLING MONOGRAPH

F-4 PHANTOM (ENGLISH TEXT)	£17
----------------------------	-----

AIR SHOW Publications

No 2 Dornier Do-17 pt.1	£8
-------------------------	----

MONOGRAFIE LOTNICZE Publications

No 38 Spitfire pt.1	£9
No 42 Mc 100 pt.1	£9
No 41 A-20 Havoc/Boston	£9
No 46 Jak 1/Jak 3	£9
No 4 Luftwaffe 1935-45 pt.4	£8

DETAIL & SCALE Publications

Vol.52 SB2C Helldiver	£9
Vol.53 TBF & TBM Avenger	£9

SQUADRON/SIGNAL Publications

1094 T-6 Texan in Action	£5.50
1168 AM-1 Cobra in Action	£5.50

WYDAWNICTWO MILITARIA Publications

No 53 Arado Ar 198	£8
No 54 Me 109F	£8

JaPo Publications

Me 109K	£12
---------	-----

PRO MODELLER 1/48

5936 Messerschmitt Me 410B-1	£20
------------------------------	-----

ACCURATE MINIATURES 1/48

3400 P-51 Mustang Allison Engine	£15
3408 ILYSHIN IL-2	£20
3409 ILYSHIN IL-2/SKI	£20
3411 SBD-3 Dauntless	£20
3412 SBD-5 Dauntless	£20

ITALIAN CLASSIC 1/48 RESIN KIT

48001 MACCHI MC 200 SERIES I-IV	£45
48006 REGGIANE RE 2000 FALCO	£50

CUNARMODEL 1/72 RESIN KIT

SHORT S.C. 1	£20
SAI MARCHETTI SF 260	£20
SAI MARCHETTI S. 211	£20
S.A.I. AMBROSINI S.S. 4	£20
REGGIANE Re 2005	£20
FIAT G.59-4A	£20
AMX	£20

L.B. ITALIAN WINGS RESIN KIT 1/72

PIAGGIO P.110	£27
SAIMAN 202 M	£22
FIAT C.R. 30	T.B.A.
CANSA FC 12	T.B.A.

L.B. ITALIAN WINGS RESIN UPGRADE SET 1/72

CANT Z 1007 DETAIL SET	T.B.A.
------------------------	--------

L.B. ITALIAN WINGS RESIN CONVERSION 1/72

CAPRONI 310	£17
SAVOIA MARCHETTI SM 83	£25
IMAM RO-37 BIS	£14
SAVOIA MARCHETTI SM 73	£20

SKYMODEL RESIN KIT WITH DECALS

AERMACH M.B. 339	1/48 T.B.A.
SAVOIA MARCHETTI S.M. 84	1/72 T.B.A.
FIAT G 222 (C-27 A)	1/72 £60

SKYMODEL DECALS 1/72

SAVOIA MARCHETTI S.M. 79	£4
--------------------------	----

Mail orders. Please make cheques, postal orders, IMO's payable to MISTER KIT. Visa accepted. Credit card orders please include card number, expiry date, card holder's name and billing addresses of card. Postage at cost.

Tel/Fax: 0039-(0)2-8243791 E-mail: mrkit@lo.itline.it

For more information about our products write or fax to:

MISTER KIT - Via Monte Amiata 31, 20089 Rozzano, Milano, Italy

THE DE HAVILLAND MOSQUITO

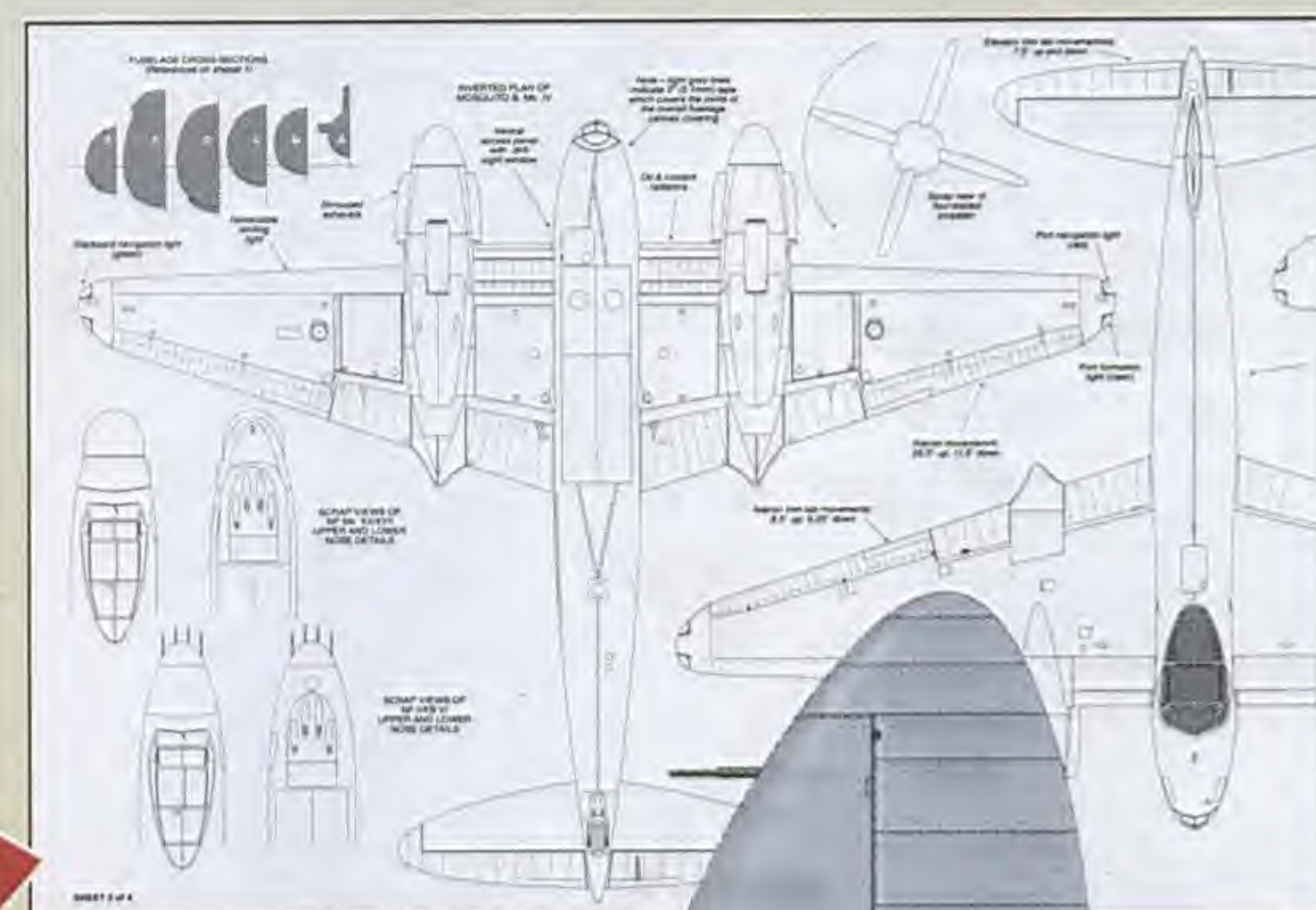
A COMPREHENSIVE GUIDE FOR THE MODELLER

Edited by
Richard A. Franks
Artwork by
Richard J. Caruana
& Steve Benstead

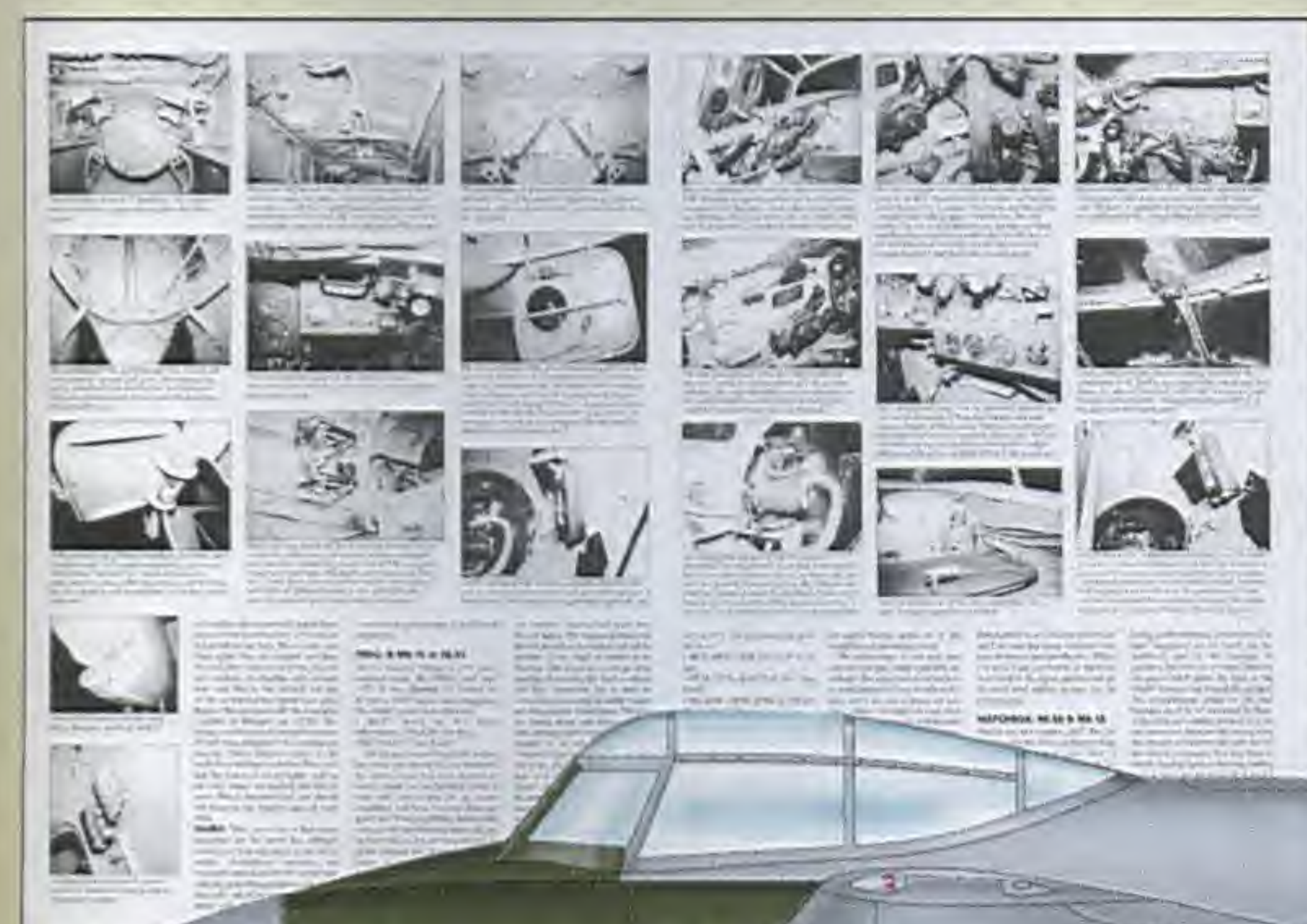


Actual Size 210mm x 297mm

- A3 fold out 1/48th scale plans
- Numerous colour side views by Richard J. Caruana
- Interior artwork by Steve Benstead
- Ten versions built in 1/48th scale
- All scales and types of kits listed
- Comprehensive listing of decals and accessories
- Full bibliography
- In-depth detailed photographic coverage of preserved examples
- Full chronology of the types development and operational use



A3
FOLD OUT
PLANS



The Modellers Datafile,

a new concept for the modeller. This title offers all you need to know about the Mosquito. With colour artwork and 1/48th scale plans by Richard J. Caruana, interior artwork by Steve Benstead and a comprehensive modellers guide to each version of the Mosquito, with ten versions built in 1/48th scale by Richard A. Franks.

A book designed for the modeller, but with much to offer the history and aviation enthusiast.

ADVANCE ORDER FORM

☐ Yes, please reserve me a copy of *The De Havilland Mosquito*, which will cost me £12.99 + p&p (Europe £15.99/ Rest of the World £17.99+p&p). I understand I will receive an Invoice on delivery, payable within 7 days by a Sterling cheque made payable to 'SAM Publications' or by credit card.

Name _____

Address _____

Postcode _____

Telephone _____

Please charge my ☐ Visa ☐ Mastercard Expiry date

Card no.

Signature _____

Date _____

Post to: SAM Publications, 24 Grove Place, Bedford, MK40 3JJ, UK
Tel: (44) 0 1234 216016 Fax: (44) 0 1234 261251
email: dmzee@kbnnet.co.uk



THE LARGEST CIVILIAN TRANSPORTER IN THE WORLD!

AIRBUS A 300-600 ST BELUGA 1:144

The European Airbus Consortium are building four of these enormous aircraft, enabling them to transport part-built sections of other Airbus aircraft. The first version is expected to be fully operational in 1998.

Two CF6-80C2 A8 jet engines provide the necessary thrust for the converted A300-600 to reach Mach 0.7. This speed is only possible at an altitude of 10,700m where

the thinner atmosphere offers less resistance.

In comparison to its predecessor, the Beluga can carry up to a maximum of 47 tonnes, whilst the Super Guppy was only capable of carrying 24 tonnes.

When open, the Beluga's cargo door is over 17m

tall. This enables fast and efficient loading and unloading of its 1400m³ cargo hold.

The Beluga is not only expected to carry aircraft parts but it will also be capable of carrying two CH-53 or seven BO-105 helicopters. Other plans include its use to transport finished satellites and

sections of Ariane rockets to their launch sites.

This fantastic kit is now available from all good model shops.

Finished model nearly 40cm long

Features decals for all four versions

Recessed panel lines

Cargo door can be either open or closed

Navigation lights in clear material

Engines faithfully reproduced

Undercarriage can be constructed in raised or lowered positions

18.00 £

For the perfect finish use one of the airbrushes in the extensive Revell range. Ask your retailer for details.



BINNEY & SMITH

The world's leading modelling company.

Binney & Smith (Europe) Ltd, Ampthill Road, Bedford, MK42 9RS. Tel: 01234 360201. Fax: 01234 342110.

Revell

©Revell is the registered trademark of Revell-Monogram Inc.